SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

182

TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Sunday, November 26, 1922, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

EASTWARD

FIRST CLASS

Time Table No. 182

November 26, 1922

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	130	20	26	48	44	50	12	46	22	2	8	14	84	42	18	122	36	124	28	Distance from San Francisco.		STATIONS	
	San Francisco Martinez Passenger	Pacific Limited	The Owl	El Dorado	San Francisco Napa Santa Rosa Bay Point Passenger	San Joaquin Valley Passenger	The Shasta	San Francisco Sacramento Passenger	St. Louis Express	San Francisco Overland Limited	San Francisco Los Angeles Passenger	San Francisco Portland Express	San Francisco Fresno Passenger	San Francisco Calistoga, San Ramon Passenger	Sacramento Special	San Francisco Port Costa Passenger	San Francisco Stockton Passenger	San Francisco Bay Point Passenger	San Francisco Dunsmuir Passenger				
	Leave Daily **EX. SUNDAY**	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily **EX. SUNDAY**	Leave Daily	Leave Daily **EX. SUNDAY**	Leave Daily				
	6.20PM	6.00PM	6.00PM	5.00PM	4.40PM	4.00PM	4.00PM	2.40PM	1.00PM	11.00AM	10.40AM	9.20AM	8.40AM	8.00AM	7.40AM	6.40AM	6.00AM	6.00AM	6.00AM	0.0		DN **SAN FRANCISCO** 3.5	Oakland Ferry
	6.38	6.18	6.18	5.18	4.58	4.18	4.18	2.58	1.18	11.18	10.58	9.38	8.58	8.18	7.58	6.58	6.18	6.18	6.18	3.5		**OAKLAND PIER**	
I P	6.45PM	6.32PM	6.27PM	5.25PM	5.07PM	4.30PM	4.27PM	3.05PM	1.30PM	11.30AM	11.07AM	9.50AM	9.05AM	8.27AM	8.05AM	7.05AM	6.30AM	6.27AM	6.25AM	3.5	Automatic Block	DNR **OAKLAND PIER** 1.4	Double Track
Term. Yard WFITYO																				4.9		DNR **WEST OAKLAND** 0.6	
I Interchange	s 6.51	s 6.40	s 6.33	s 5.32	s 5.14	s4.38	s4.34	s 3.12	s 1.38	s11.38	s11.14	s 9.57	s 9.12	s 8.35	s 8.12	s 7.11	s 6.38	s 6.33	s 6.30	5.5		OAKLAND (16th Street) 1.1	
																				6.6		EMERYVILLE 0.4	
I																				7.0		SHELLMOUND 0.2	
																				7.2		SEDAN 0.2	
																				7.4		PARAFFIN 0.4	
55 West																				7.8		STOCK YARDS 0.4	
																				8.2		LIVNY 1.0	
	s 6.59	s 6.48	s 6.41	s 5.39	s 5.22	s4.47	s4.41	s 3.19	s 1.48	s11.46	s11.21	s10.05	s 9.19	s 8.43	s 8.19	s 7.19	s 6.48	s 6.41	6.38	9.2		BERKELEY (University Ave.) 1.0	
																				10.2		CORBIN 0.5	
	f							f									f			10.7		FLEMING 0.5	
																				11.2		NOBEL 0.4	
	f							f												11.6		VIGORIT 1.5	
87 East	f							f									f			13.1		STEGE 1.9	
P	s 7.08	6.55	6.48	s 5.48	s 5.32	s4.59	4.50	s 3.30	1.58	11.55AM	s11.32	s10.15	s 9.27	s 8.51	s 8.27	s 7.28	s 7.00	s 6.52	s 6.47	15.0		RICHMOND 1.6	
148 East WP Interchange	f 7.12							s 3.34			11.35			f 8.55			s 7.05	6.56	6.50	16.6		SAN PABLO 2.3	
P	f							s								s	f			18.9		GIANT 0.9	
48 East 52 West P	f																f			19.8		SOBRANTE 1.7	
	f																			21.5		KRIEGER 1.5	
74 West P	s 7.22	7.06	6.59	5.59	s 5.45	5.10	5.01	s 3.46	2.11	12.07PM	11.44	10.27	9.38	f 9.06	8.38	7.43	s 7.18	s 7.06	7.00	23.0		PINOLE 0.8	
45 East								f								s				23.8		HERCULES 1.7	
	s 7.27							s 3.52									s	f		25.5		RODEO 0.9	
69 East P	s				f			s								s	s			26.4		OLEUM 0.7	
43 East	f				f												f			27.1		TORMEY 0.4	
46 West P	f							s						s		s	s			27.5		SELBY 0.5	
55 West P	7.33	7.16	7.08	6.08	s 6.00	s5.20	5.11	s 4.04	s 2.22	12.17	s11.54AM	10.37	9.47	s 9.20	8.47	s 7.55	s 7.35	s 7.16	s 7.10	28.0		D **VALLEJO JCT.** 1.0	
210 West	s 7.36				s 6.02			s			f			s 9.22		s 7.57	s 7.37	s 7.18		29.0		CROCKETT 1.1	
62 West P	f													f			f	f		30.1		ECKLEY 1.0	
Yard WFITO P	s 7.40PM	s 7.23PM	s 7.17PM	s 6.15PM	s 6.10PM	s5.30PM	5.22PM	s 4.15PM	s 2.30PM	s12.25PM	s12.02PM	s10.45AM	s 9.55AM	s 9.27AM	s 8.55AM	s 8.05AM	s 7.50AM	s 7.30AM	s 7.25AM 7.40	31.1		DNR **PORT COSTA** 1.3	Benicia Ferry
		7.53PM		6.38PM			5.53PM	4.35PM	3.00PM	12.55PM		11.15AM			9.15AM				8.00AM	32.4		**BENICIA**	
	Arrive Daily **EX. SUNDAY**	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily **EX. SUNDAY**	Arrive Daily	Arrive Daily **EX. SUNDAY**	Arrive Daily			(27.6)	
	(0.55)	(0.51)	(0.50)	(0.50)	(1.03)	(1.00)	(0.55)	(1.10)	(1.00)	(0.55)	(0.55)	(0.55)	(0.50)	(1.00)	(0.50)	(1.00)	(1.20)	(1.03)	(1.00)			................Time over District	
	30.11	32.47	33.12	33.12	26.28	27.60	30.11	23.65	27.60	30.11	30.11	30.11	33.12	27.60	33.12	27.60	20.70	26.28	27.60			................Average speed per hour	

See pages 3, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS ON SIGNAL

No. 2—Any station to receive passengers for Cheyenne and points east.

No. 20—Any station to receive passengers for Ogden and points east.

No. 22—Any station to receive passengers for Ogden and points east, and reduce speed through Richmond to dispatch mail.

No. 28—Berkeley, University Ave., on Sundays.

No. 36—Certain-teed Products Co., one-quarter mile west of San Pablo.

No. 42—Oleum on Sunday.

Time Table No. 182

November 26, 1922.

WESTWARD

FIRST CLASS

STATIONS		Distance from Port Costa	5 Nevada Express Arrive Daily	87 Oil Fields Passenger Arrive Daily	13 San Francisco Express Arrive Daily	19 Pacific Limited Arrive Daily	123 Martinez San Francisco Passenger Arrive Daily	25 The Owl Arrive Daily	53 Oregonian Arrive Daily	81 Bay Point, Napa, Santa Rosa, San Francisco Passenger Arrive Daily	21 St. Louis Express Arrive Daily	47 El Dorado Arrive Daily	45 Sacramento San Francisco Passenger Arrive Daily	9 Fast Mail Arrive Daily	127 Port Costa San Francisco Passenger Arrive Daily	49 San Joaquin Valley Passenger Arrive Daily	1 San Francisco Overland Limited Arrive Daily	29 Sacramento San Francisco Passenger Arrive Daily	43 Calistoga & San Francisco Passenger Arrive Daily	109 Sunset Express Arrive Daily	17 Sacramento Special Arrive Daily	15 California Express Arrive Daily
DN **SAN FRANCISCO** 3.5	Oakland Ferry	31.1	7.50AM	8.10AM	8.10AM	8.30AM	8.50AM	8.50AM	9.50AM	10.10AM	10.30AM	11.30AM	11.50AM	12.30PM	12.30PM	1.50PM	2.30PM	3.50PM	6.10PM	6.30PM	6.30PM	6.50PM
OAKLAND PIER		27.6	7.32	7.52	7.52	8.12	8.32	8.32	9.32	9.52	10.12	11.12	11.32	12.12	12.12	1.32	2.12	3.32	5.52	6.12	6.12	6.32
DNR **OAKLAND PIER** 1.4	Automatic Block Double Track.	27.6	s 7.20AM	s 7.40AM	s 7.45AM	s 8.02AM	s 8.28AM	s 8.23AM	s 9.22AM	s 9.45AM	s 10.02AM	s 11.03AM	s 11.20AM	s 12.02PM	s 12.08PM	s 1.20PM	s 1.55PM	s 3.20PM	s 5.40PM	s 6.00PM	s 6.05PM	s 6.20PM
DNR **WEST OAKLAND** 0.6		26.2																				
OAKLAND (16th Street) 1.1		25.6	s 7.10	s 7.25	s 7.35	s 7.55	s 8.20	s 8.13	s 9.12	s 9.36	s 9.55	s 10.52	s 11.10	s 11.52AM	s 12.01PM	s 1.10	s 1.46	s 3.10	s 5.28	s 5.50	s 5.55	s 6.10
EMERYVILLE 0.4		24.5																				
SHELLMOUND 0.2		24.1																				
SEDAN 0.2		23.9																				
PARAFFIN 0.4		23.7																				
STOCK YARDS 0.4		23.3																				
LIVNY 1.0		22.9																				
BERKELEY (University Ave.) 1.0		21.9	s 6.57	s 7.13	s 7.23	s 7.45	s 8.10	s 8.03	s 9.02	s 9.26	s 9.45	s 10.42	s 10.58	s 11.30	s 11.50AM	s 12.58	s 1.31	s 3.01	s 5.18	s 5.39	s 5.45	s 5.58
CORBIN 0.5		20.9																				
FLEMING 0.5		20.4					f								f							
NOBEL 0.4		19.9																				
VIGORIT 1.5		19.5											f		f							
STEGE 1.9		18.0					f						f		f							
RICHMOND 1.6		16.1	s 6.45	s 7.02	7.12	7.35	s 8.00	7.54	8.52	s 9.14	9.35	10.32	s 10.48	11.20	s 11.39	s 12.47	1.18	s 2.51	s 5.08	s 5.28	s 5.35	5.45
SAN PABLO 2.3		14.5	6.41	6.58	7.08	7.33	f 7.52	7.52	8.50	9.09	9.32	10.29	f 10.43		f 11.35	12.42	1.15	2.48	s 5.05		5.33	5.42
GIANT 0.9		12.2					s						s		f				s			
SOBRANTE 1.7		11.3											f		f							
KRIEGER 1.5		9.6											f		f							
PINOLE 0.8		8.1	6.31	6.48	6.58	7.23	s 7.37	7.43	8.40	s 9.00	9.22	10.19	s 10.31	11.09	s 11.25	12.32	1.04	s 2.38	s 4.55	5.12	5.24	5.33
HERCULES 1.7		7.8					f								f				f			
RODEO 0.9		5.6					s						s		s				s			
OLEUM 0.7		4.7					s						f		s				s			
TORMEY 0.4		4.0					f								f				f			
SELBY 0.5		3.6					s						s		s				s			
D **VALLEJO JCT.** 1.0		3.1	6.20	6.37	6.48	7.13	s 7.23	7.35	8.30	s 8.49	9.12	10.09	s 10.17	11.01	s 11.12	s 12.20	12.52	s 2.28	s 4 45	5.03	5.16	5.23
CROCKETT 1.1		2.1		f			s 7.18			s 8.34			s 10.11		s 11.09	s 12.14		s 2.24	s 4.29		s 5.12	
ECKLEY 1.0		1.0					f								f				f			
DNR **PORT COSTA** 1.3	Benicia Ferry	0.0	s 6.10AM	6.27AM	s 6.40AM	s 7.05AM	s 7.13AM	7.28AM	s 8.22AM	8.30AM	9.05AM	s 10.02AM	s 10.07AM	10.55AM	11.05AM	12.10PM	s 12.42PM	s 2.20PM	4.25PM	4.55PM	s 5.08PM	s 5.15PM
BENICIA		0.0	5.35AM		6.05AM	6.30AM			7.52AM		8.30AM	9.42AM	9.42AM	10.30AM			12.10PM	2.00PM			4.45PM	4.45PM
(27.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District			(1.10)	(1.13)	(1.05)	(0.57)	(1.18)	(0.55)	(1.00)	(1.15)	(0 57)	(1.01)	(1.13)	(1.07)	(1,03)	(1.10)	(1.13)	(1.00)	(1.15)	(1.05)	(0.57)	(1.05)
Average speed per hour			23.65	22.68	25.47	29.05	21.23	30.11	27.60	22.08	29.05	27.14	22.68	24.71	26.28	23.65	22.68	27.60	22.08	25.47	29.05	25.47

See pages 2, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS ON SIGNAL.

No. 1—Any station to discharge passengers from Cheyenne or points east thereof.

No. 5—Any station to discharge passengers from Sparks or points east.

No. 9—Richmond to discharge mail when connection with No. 49 at Port Costa is missed.

No. 13—Any station to discharge passengers from Portland or points east thereof. Vallejo Junction to discharge passengers from points north of Roseville.

No. 15—Any station to discharge passengers from Portland and points east.

No. 19—Any station to discharge passengers from points east of Sparks.

No. 21—Any station to discharge passengers from points east of Sparks.

No. 25—Richmond to discharge passengers from Los Angeles or points east thereof.

No. 29—Oleum and Giant on Saturdays only.

No. 47—Any station to discharge passengers from north of Davis or east of Sacramento.

No. 49—Any station to discharge passengers from points east of Tracy.

No. 81—Any station to discharge passengers from points east of Martinez and South Vallejo, inclusive.

No. 87—Vallejo Junction to discharge passengers.

No. 109—Any station to discharge passengers from points east of Los Angeles, inclusive. Vallejo Junction to discharge passengers from Martinez and points east.

No. 123 and 127—Certain-teed Products Co., one-quarter mile west of San Pablo and Potter.

EASTWARD

Time Table No. 182

November 26, 1922

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS						Distance from San Francisco	
	222	288	302	86	54	10	16	132	6		
	Sacramento, Ogden and Portland Fast Freight	Fresno Freight	Port Costa Local Freight	Oil Fields Passenger	Oregonian	Atlantic Express	Oregon Express	San Francisco Martinez Passenger	Nevada Express		
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily		STATIONS
				11.00PM	10.20PM	9.00PM	8.20PM	7.40PM	7.00PM	0.0	DN **SAN FRANCISCO** 3.5
				11.18PM	10.38	9.18	8.38	7.58	7.18	3.5	**OAKLAND PIER**
I P				11.30PM	10.55PM	9.45PM	8.55PM	8.05PM	7.30PM	3.5	DNR **OAKLAND PIER** 1.4
Term. Yard WFITYO	10.15PM	6.45PM	7.10AM							4.9	DNR **WEST OAKLAND** 0.6
I Interchange				s11.37	s11.03	s 9.52	s 9.03	s 8.12	s 7.38	5.5	OAKLAND (16th Street) 1.1
										6.6	EMERYVILLE 0.4
I										7.0	SHELLMOUND 0.2
										7.2	SEDAN 0.2
										7.4	PARAFFIN 0.4
55 West										7.8	STOCK YARDS 0.4
										8.2	LIVNY 1.0
				s11.46	s11.12	s10.02	s 9.13	s 8.20	s 7.47	9.2	BERKELEY (University Ave.) 1.0
										10.2	CORBIN 0.5
								f		10.7	FLEMING 0.5
										11.2	NOBEL 0.4
								f		11.6	VIGORIT 1.5
87 East								f		13.1	STEGE 1.9
P				s11.56PM	11.22	s10.12	s 9.23	s 8.30	s 7.59	15.0	RICHMOND 1.6
148 East WP Interchange								f 8.34		16.6	SAN PABLO 2.3
P								f		18.9	GIANT 0.9
48 East 52 West P								f		19.8	SOBRANTE 1.7
										21.5	KRIEGER 1.5
74 West P				12.10AM	11.35	10.26	9.36	s 8.44	8.11	23.0	PINOLE 0.8
45 East										23.8	HERCULES 1.7
								s 8.49		25.5	RODEO 0.9
69 East P								s		26.4	OLEUM 0.7
43 East								f		27.1	TORMEY 0.4
46 West P								f		27.5	SELBY 0.5
55 West P				12.21	11.45	10.36	9.46	s 8.59	8.21	28.0	D **VALLEJO JCT.** 1.0
210 West				s12.23			s	s 9.02		29.0	CROCKETT 1.1
62 West P								f		30.1	ECKLEY 1.0
Yard P WFITO	11.20PM	7.50PM	4.00PM	s12.30AM	s11.55PM	s10.45PM	s 9.55PM	s 9.10PM	s 8.30PM	31.1	DNR **PORT COSTA** 1.3
	12.05AM				12.25AM	11.17PM	10.23PM		9.00PM	32.4	**BENICIA**
	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily		(27.6)
	(1.05) 24.18	(1 05) 24.18	(8.50) 2.99	(1.00) 27.60	(1.00) 27.60	(1.00) 27.60	(1 00) 27.60	(1.05) 25.47	(1 00) 27 60		................Time over District ....Average speed per hour

Oakland Ferry

Automatic Block

Double Track

Benicia Ferry

See pages 2, 3 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS ON SIGNAL

No. 10—Any station to receive passengers for Ogden and points east.

No. 16—Any station to receive passengers for Portland and beyond.

No. 86—Pinole and Oleum to discharge passengers.

Time Table No. 182

November 26, 1922

WESTWARD

	STATIONS		Distance from Port Costa	FIRST CLASS					THIRD CLASS	
				125 Avon San Francisco Passenger	**23** Sacramento San Francisco Passenger	**11** The Shasta	**209** Sacramento San Francisco Passenger	**35** Tracy San Francisco Passenger	**219** Freight	**301** Port Costa Local Freight
				Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
	DN **SAN FRANCISCO** 3.5	Oakland Ferry	31.1	7.10PM	7.50PM	8.35PM	10.05PM	11.25PM		
	OAKLAND PIER		27.6	6.52	7.32	8.15	9.47	11.07		
Automatic Block	DNR **OAKLAND PIER** 1.4	Double Track	27.6	s 6.40PM	s 7.25PM	s 8.07PM	s 9.35PM	s 10.50PM		
	DNR **WEST OAKLAND** 0.6		26.2						5.00AM	3.00PM
	OAKLAND (16th Street) 1.1		25.6	s 6.30	s 7.15	s 7.59	s 9.25	s 10.40		
	EMERYVILLE 0.4		24.5							
	SHELLMOUND 0.2		24.1							
	SEDAN 0.2		23.9							
	PARAFFIN 0.4		23.7							
	STOCK YARDS 0.4		23.3							
	LIVNY 1.0		22.9							
	BERKELEY (University Ave.) 1.0		21.9	s 6.19	s 7.05	s 7.48	s 9.12	s 10.30		
	CORBIN 0.5		20.9							
	FLEMING 0.5		20.4							
	NOBEL 0.4		19.9							
	VIGORIT 1.5		19.5		f					
	STEGE 1.9		18.0					f		
	RICHMOND 1.6		16.1	s 6.09	s 6.54	7.38	s 9.02	s 10.19		
	SAN PABLO 2.3		14.5	6.05	f 6.50	7.35	8.59	f 10.15		
	GIANT 0.9		12.2		f			f		
	SOBRANTE 1.7		11.8		f			f		
	KRIEGER 1.5		9.6							
	PINOLE 0.8		8.1	s 5.55	s 6.40	7.26	8.50	s 10.05		
	HERCULES 1.7		7.3		f			f		
	RODEO 0.9		5.6	s	s			s		
	OLEUM 0.7		4.7		s			f		
	TORMEY 0.4		4.0		f			f		
	SELBY 0.5		3.6		f			s		
	D **VALLEJO JCT.** 1.0		3.1	s 5.45 5.35	s 6.30	7.18	8.42	f 9.55		
	CROCKETT 1.1		2.1	s 5.30	s 6.24			s 9.49		
	ECKLEY 1.0		1.0		f					
	DNR **PORT COSTA** 1.3	Benicia Ferry	0.0	5.25PM	s 6.20PM	s 7.10PM	s 8.32PM	9.45PM	2.00AM	7.00AM
	BENICIA		0.0		5.55PM	6.40PM	8.06PM		1.00AM	
	(27.6)			Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	Time over District			(1.15)	(1.05)	(0.57)	(1.03)	(1.05)	(3.00)	(8.00)
	Average speed per hour			25.47	25.47	29.05	26.28	25.47	8.73	3.27

See pages 2, 3 and 4 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS:

No. 35—Any station to discharge passengers from Martinez and east.
No. 209—Vallejo Junction on Sunday for Vallejo passengers.

EASTWARD

Time Table No. 182.

November 26, 1922.

FIRST CLASS

Capacity of passing sidings in car length and location of Scales, Fuel, Water and Turning Stations.	10 Atlantic Express Leave Daily	16 Oregon Express Leave Daily	6 Nevada Express Leave Daily	20 Pacific Limited Leave Daily	48 El Dorado Leave Daily	12 The Shasta Leave Daily	78 Dunsmuir Sacramento Passenger Leave Daily	46 San Francisco Sacramento Passenger Leave Daily	22 St. Louis Express Leave Daily	2 San Francisco Overland Limited Leave Daily	76 Gerber Sacramento Passenger Leave Daily	14 San Francisco Portland Express Leave Daily	18 Sacramento Special Leave Daily	28 San Francisco Sacramento Passenger Leave Daily	74 Oroville Sacramento Motor Leave Daily	54 Oregonian Leave Daily	Distance from San Francisco	STATIONS
	9.00PM	8.20PM	7.00PM	6.00PM	5.00PM	4.00PM	SAC. DIV. No. 55	2.40PM	1.00PM	11.00AM	SAC. DIV. No. 43	9.20AM	7.40AM	6.00AM	SAC. DIV. No. 541	10.20PM	0.0	DN **SAN FRANCISCO** 32.4
Yard WY P	s 11.17PM	s 10.23PM	s 9.00PM	s 7.53PM	s 6.38PM	5.53PM		s 4.35PM	s 3.00PM	12.55PM		s 11.15AM	s 9.15AM	s 8.00AM		12.25AM	32.4	DNR **BENICIA** 0.8
																	33.2	MAIL DOCK 0.6
								f						f			33.8	ARMY POINT 4.2
103 East P	11.27	10.33	9.10	8.03	6.48	6.03		f 4.45	3.09	1.04		11.25	9.23	f 8.10		12.35	38.0	GOODYEAR 1.0
103 West								f						f			39.0	HOYT 1.1
								f						f			40.1	PIERCE 2.1
P								f						f			42.2	CYGNUS 1.0
								f						f			43.2	TEAL 1.9
								f						f			45.1	JACKSNIPE 3.8
Yard WFYO P Interchange	s 11.47PM	s 10.53	s 9.30	8.23	s 7.08	6.23		s 5.15	s 3.28	1.23		s 11.45AM	s 9.43	s 8.40		12.55	48.9	DN **SUISUN-FAIRFIELD** Sacramento Northern Ry. Crossing 3.0
48 East 82 West Interchange								s 5.21						s 8.45			51.9	TOLENAS 1.9
								f						f			53.8	VANDEN 1.6
								f						f			55.4	CANNON 4.0
101 East 101 West WFY P	12.05AM	11.11	9.48	8.39	7.23	6.38		s 5.37	3.43	1.38		12.05PM	10.02	s 9.05		1.13	59.4	D **ELMIRA** 4.8
								f						f			64.2	BATAVIA 3.3
86 East 86 West W	12.17	11.23	f 10.00	8.50	s 7.35	6.50		s 5.57	3.55	1.50		s 12.17	s 10.13	s 9.20		1.27	67.5	DIXON 4.3
83 East								f						f			71.8	TREMONT 2.0
																	73.8	BRIGGSTON 1.8
88 East 121 West WIY P	s 12.35	11.38	f 10.18	9.01	s 7.51	s 7.05PM	6.50PM	s 6.15	4.07	2.02	12.40PM	s 12.35	s 10.30	s 9.50	8.15AM	s 1.45AM	75.6	DNR **DAVIS** 1.5
																	77.1	CHILES 2.0
								f			f				f		79.1	SWINGLE 1.3
114 East 114 West	12.45	11.46PM	10.26	9.10	8.00		7.00	f 6.25	4.16	2.11	f 12.50	12.43	10.40	10.00	f 8.25		80.4	WEBSTER 5.9
															f		86.3	MIKON 0.6
I																	86.9	Sacramento Northern Ry. Crossing 1.4
								f							f		88.3	WASHINGTON 0.5
Term Yard WFTO P	s 1.00AM	s 12.05AM	s 10.45PM	s 9.25PM	s 8.15PM		s 7.20PM	s 6.45PM	s 4.30PM	s 2.25PM	s 1.10PM	s 1.00PM	s 10.55AM	s 10.15AM	s 8.40AM		88.8	DNR **SACRAMENTO** 17.8
																	106.6	**ROSEVILLE**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(56.4)
	(1.43)	(1.42)	(1.45)	(1.32)	(1.37)	(1.12)	(0.30)	(2.10)	(1.30)	(1.30)	(0.30)	(1.45)	(1.40)	(2.15)	(0.25)	(1.20)		....................Time over District
	32.85	33.17	32.23	36.78	34.88	36.00	26.40	26.03	37.60	37.60	26.40	32.23	33.84	25.06	31.68	32.40		....................Average speed per hour

Automatic Block

Double Track

ADDITIONAL STOPS ON SIGNAL

No. 2—Any station to receive passengers for Cheyenne and points east.

No. 6—Goodyear, Pierce, Cygnus, Teal and Jacksnipe, Tuesday and Saturday during hunting season.

No. 10—Any station to receive passengers for Ogden and points east.

No. 14—Any station to receive passengers for points east of Roseville. Goodyear, Wednesday and Saturday. Pierce, Cygnus, Teal and Jacksnipe, Tuesday and Saturday during hunting season.

No. 16—Any station to receive passengers for Portland or beyond Davis on Sundays and holidays to receive and discharge passengers.

No. 20—Any station to receive passengers for Ogden or points east.

No. 22—Any station to receive passengers for Ogden and points east.

No. 46—Broderick for mail.

See pages 7, 8 and 9 for additional trains between Benicia and Sacramento.

Time Table No. 182

November 26, 1922

WESTWARD

FIRST CLASS

STATIONS	Distance from Sacramento	5	13	19	53	21	45	47	9	73	1	29	15	17	23	11	209	75	77
		Nevada Express	San Francisco Express	Pacific Limited	Oregonian	St. Louis Express	Sacramento San Francisco Passenger	El Dorado	Fast Mail	Dunsmuir Passenger	San Francisco Overland Limited	Sacramento San Francisco Passenger	California Express	Sacramento Special	Sacramento San Francisco Passenger	The Shasta	Sacramento San Francisco Passenger	Sacramento Gerber Passenger	Sacramento Oroville Motor
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN **SAN FRANCISCO**	88.8	7.50AM	8.10AM	8.30AM	9.50AM	10.30AM	11.50AM	11.30AM	12.30PM	SAC. DIV. No. 56	2.30PM	3.50PM	6.50PM	6.30PM	7.50PM	8.35PM	10.05PM	SAC. DIV. No. 44	SAC. DIV. No. 542
32.4																			
DNR **BENICIA**	56.4	s 5.35AM	s 6.05AM	6.30AM	s 7.52AM	s 8.30AM	s 9.32AM	s 9.42AM	10.30AM		12.10PM	s 2.00PM	s 4.35PM	s 4.45PM	s 5.55PM	s 6.40PM	s 8.06PM		
0.8																			
MAIL DOCK	55.6																		
0.6																			
ARMY POINT	55.0						f					f			f				
4.2																			
GOODYEAR	50.8	5.25	5.55	6.20	7.40	8.20	f 9.20	9.33	10.21		11.59AM	1.50	4.25	4.35	f 5.45	6.30	7.56		
1.0																			
HOYT	49.8						f								f				
1.1																			
PIERCE	48.7						f								f				
2.1																			
CYGNUS	46.6						f								f				
1.0																			
TEAL	45.6						f								f				
1.9																			
JACKSNIPE	43.7						f								f				
3.8																			
DN **SUISUN-FAIRFIELD** Sacramento Northern Ry. Crossing	39.9	5.05	s 5.35	6.00	7.20	8.00	s 8.55	s 9.18	10.06		11.42	s 1.32	4.05	s 4.15	s 5.20	6.13	s 7.38		
3.0																			
TOLENAS	36.9						s 8.44								s				
1.9																			
VANDEN	35.0						f								f				
1.6																			
CANNON	33.4						f								f				
4.0																			
D **ELMIRA**	29.4	4.50	5.17	5.45	7.04	7.45	s 8.32	s 9.03	9.52		11.28	1.15	3.50	4.00	s 4.57	5.58	f 7.23		
4.8																			
BATAVIA	24.6						f								f				
3.3																			
DIXON	21.3	4.39	f 5.04	5.34	6.52	7.34	s 8.12	s 8.50	9.41		11.17	s 1.01	3.39	s 3.49	s 4.33	5.47	s 7.10		
4.3																			
TREMONT	17.0						f								f				
2.0																			
BRIGGSTON	15.0																		
1.8																			
DNR **DAVIS**	13.2	f 4.27	4.52	5.22	6.40AM	7.22	s 7.55	s 8.37	9.30	s 10.25AM	11.05	s 12.50	3.26	s 3.36	s 4.15	5.35PM	s 6.55	s 7.45PM	s 7.55PM
1.5																			
CHILES	11.7																		
2.0																			
SWINGLE	9.7						f								f				f
1.3																			
WEBSTER	8.4	4.18	4.43	5.13		7.13	f 7.44	8.28	9.23	10.15	10.57	12.42	3.18	3.28	f 4.02		6.42	7.35	f 7.45
5.9																			
MIKON	2.5														f				f
0.6																			
Sacramento Northern Ry. Crossing	1.9																		
1.4																			
WASHINGTON	0.5						f								f				f
0.5																			
DNR **SACRAMENTO**	0.0	4.05AM	4.30AM	5.00AM		7.00AM	7.30AM	8.15AM	9.10AM	10.00AM	10.45AM	12.30PM	3.05PM	3.15PM	3.50PM		6.30PM	7.20PM	7.30PM
17.8																			
ROSEVILLE																			
56.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District		(1.30)	(1.35)	(1.30)	(1.12)	(1.30)	(2.02)	(1.27)	(1.20)	(0.25)	(1.25)	(1.30)	(1.30)	(1.30)	(2.05)	(1.05)	(1.36)	(0.25)	(0.25)
Average speed per hour		37.60	35.62	37.60	36.00	37.60	27.73	38.89	42.30	31.68	39.81	37.60	37.60	37.60	27.07	39.87	35.25	31.68	31.68

Automatic Block

Double Track

See pages 6, 8 and 9 for additional trains between Benicia and Sacramento.

ADDITIONAL STOPS ON SIGNAL

No. 1—Any station to discharge passengers from Cheyenne or points east thereof.
No. 5—Any station to discharge passengers from Sacramento and points east.
No. 13—Elmira to discharge passengers from points north of Roseville.
No. 15—Any station to discharge passengers from Portland and points beyond.
No. 17—Jacksnipe, Teal, Cygnus and Pierce, Sunday and Wednesday during hunting season.
No. 19—Any station to discharge passengers from points east of Sparks.
No. 21—Any station to discharge passengers from points east of Sparks.
No. 29—Jacksnipe, Teal, Cygnus and Pierce, Sunday and Wednesday during hunting season.
No. 45—Broderick for mail.
No. 47.—Any station to discharge passengers from points north of Davis or east of Sacramento. Jacksnipe, Teal, Cygnus and Pierce, Sunday and Wednesday during hunting season.
No. 209—Jacksnipe, Teal, Cygnus and Pierce, Sunday and Wednesday during hunting season.

EASTWARD

Time Table No. 182.

November 26, 1922.

THIRD CLASS

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	304 Sacramento Local Freight	272 Gerber Freight	222 Sacramento Ogden & Portland Fast Frt.	Distance from San Francisco	STATIONS
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily		
		SAC. DIV. No. 225		0.0	DN **SAN FRANCISCO** 32.4
Yard WY P	9.15AM		1.00AM	32.4	DNR **BENICIA** 0.8
				33.2	MAIL DOCK 0.6
				33.8	ARMY POINT 4.2
103 East 103 West P				38.0	GOODYEAR 1.0
				39.0	HOYT 1.1
				40.1	PIERCE 2.1
P				42.2	CYGNUS 1.0
				43.2	TEAL 1.9
				45.1	JACKSNIPE 3.8
Yard WFYO P Interchange				48.9	DN **SUISUN-FAIRFIELD** **Sacramento Northern R. R. Crossing** 3.00
84 East 82 West Interchange				51.9	TOLENAS 1.9
				53.8	VANDEN 1.6
				55.4	CANNON 4.0
101 East 101 West WFY				59.4	D **ELMIRA** 4.8
				64.2	BATAVIA 3.3
86 East 86 West				67.5	DIXON 4.3
83East				71.8	TREMONT 2.0
				73.8	BRIGGSTON 1.8
88 East 121 West WIY P	3.45PM	2.10PM	7.00	75.6	DNR **DAVIS** 1.5
				77.1	CHILES 2.0
				79.1	SWINGLE 1.3
114 East 114 West				80.4	WEBSTER 5.9
				86.3	MIKON 0.6
I				86.9	**Sacramento Northern Ry. Crossing** 1.4
				88.3	WASHINGTON 0.5
Term Yard WFTO P	4.30PM	2.40PM	7.30AM	88.8	DNR **SACRAMENTO** 17.8
				106.6	**ROSEVILLE**
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily		56.4
	(7.15)	(0.30)	(6.30)		........................Time over District
	7.77	26.40	8.68		......................Average speed per hour

Automatic Block

Double Track

See pages 6, 7 and 9 for additional trains between Benicia and Sacramento.

WESTWARD

Time Table No. 182

November 26, 1922.

		THIRD CLASS		
STATIONS	Distance from Sacramento	271 Gerber Freight Arrive Daily Ex. SUNDAY	303 Sacramento Local Freight Arrive Daily EX. SUNDAY	219 Freight Arrive Daily
DN **SAN FRANCISCO** 32.4	88.8	SAC. DIV. No. 226		
DNR **BENICIA** 0.8	56.4		2.00PM	11.30PM
MAIL DOCK 0.6	55.6			
ARMY POINT 4.2	55.0			
GOODYEAR 1.0	50.8			
HOYT 1.1	49.8			
PIERCE 2.1	48.7			
CYGNUS 1.0	46.6			
TEAL 1.9	45.6			
JACKSNIPE 3.8	43.7			
DN**SUISUN-FAIRFIELD** Sacramento Northern Ry. Crossing 3.0	39.9			
TOLENAS 1.9	36.9			
VANDEN 1.6	35.0			
CANNON 4.0	33.4			
D **ELMIRA** 4.8	29.4			
BATAVIA 3.3	24.6			
DIXON 4.3	21.3			
TREMONT 2.0	17.0			
BRIGGSTON 1.8	15.0			
DNR **DAVIS** 1.5	13.2	6.40AM		
CHILES 2.0	11.7			
SWINGLE 1.3	9.7			
WEBSTER 5.9	8.4			
MIKON 0.6	2.5			
Sacramento Northern Ry. Crossing 1.4	1.9			
WASHINGTON 0.5	0.5			
DNR **SACRAMENTO** 17.8	0.0	6.00AM	6.30AM	6.15PM
ROSEVILLE				
56.4		Leave Daily Ex. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
Time over District		(0.40)	(7.30)	(5.15)
Average speed per hour		19.80	7.52	10.74

Automatic Block

Double Track

See pages 6, 7 and 8 for additional trains between Benicia and Sacramento.

EASTWARD

Time Table No. 182

November 26, 1922

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		FIRST CLASS													Distance from San Francisco		STATIONS
	288	250	132	130	26	44	50	8	84	40	146	36	124	120	86			
	Fresno Freight	Tracy Local Freight	San Francisco Martinez Passenger	San Francisco Martinez Passenger	The Owl	San Francisco Bay Point Passenger	San Joaquin Valley Passenger	San Francisco Los Angeles Passenger	San Francisco Fresno Passenger	San Francisco Bay Point Passenger	San Francisco San Ramon Mixed	San Francisco Stockton Passenger	San Francisco Bay Point Passenger	Port Costa Martinez Passenger	Oil Fields Passenger			
	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily			
			7.40PM	6.20PM	6.00PM	4.40PM	4.00PM	10.40AM	8.40AM		8.00AM	6.00AM	6.00AM		11.00PM	0.0		DN SAN FRANCISCO (31.1)
WFITO P	8.00PM	7.35AM	9.15PM	7.45PM	7.19PM	6.15PM	5.35PM	12.05PM	9.56AM		9.30AM	8.00AM	7.33AM	6.25AM	12.35AM	31.1	Automatic Block	DNR PORT COSTA 1.1
			f	f		f					f					32.2		NEVADA DOCK 0.9
												f		f		33.1		OZOL 1.6
123 W P	8.15	8.10	s 9.25PM	s 7.55PM	7.28	s 6.25	s 5.43	s 12.15	s 10.03		s 9.40	s 8.10	s 7.42	s 6.40AM	f 12.45	34.7		DR MARTINEZ 1.3
111						f					f	f	f			36.0		MOCOCO 0.8
						f					f	f				36.8		PEYTON 1.3
75 Y P	8.28	8.40			7.34	s 6.33	5.49	12.21	10.08	9.50AM	s 9.50AM	s 8.17	s 7.50		12.52	38.1		DR AVON 3.2
Interchange 208 P	8.50	9.10			7.39	s 6.40PM	5.54	s 12.27	10.12	s 10.05AM		s 8.27	s 8.05AM		f 1.00	41.3		DR BAY POINT 1.7
70 P												f 8.30			1.03	43.0		NICHOLS 1.8
Interchange 56 P	9.10	9.30			7.44		6.00	12.32	10.17			f 8.37			1.08	44.8		McAVOY 4.1
Interchange 50 W P	9.25	10.23			7.49		s 6.05	s 12.39	10.23			s 8.47			s 1.16	48.9		DN PITTSBURG 1.9
												f				50.8		LOS MEDANOS 2.3
																53.1		PRINCE 0.4
56 P	9.50	11.17			7.55		f 6.13	s 12.47	10.29			s 9.00			1.24	53.5		D ANTIOCH 2.5
												f				56.0		NEWLOVE 1.3
83	10.10	11.30AM			8.03		6.18	12.54	10.35			f 9.08			1.31	57.8		NEROLY 4.4
104 W P	10.30	12.01PM			8.09		s 6.24	s 1.02	10.41			s 9.18			1.39	61.7		D BRENTWOOD 5.2
95 P	10.50	12.25					s 6.31	s 1.12	10.52			s 9.30			1.49	66.9		D BYRON 2.0
P							f	f				f				68.9		BYRON HOT SPRINGS 2.7
51 P	11.10	12.40			8.21		6.39	1.20	10.59			f 9.40			1.57	71.6		HERDLYN 4.1
59 P	11.20	1.00			8.26		6.48	1.27	11.04			s 9.50			2.04	75.7		D BETHANY 3.4
47	11.35PM	1.15			8.31		6.52	1.35	11.09			f 10.00			2.10	79.1		JANNEY 3.1
Term yard WFTYO P	12.01AM	1.35PM			s 8.36PM		s 7.00PM	s 1.45PM	s 11.15AM			s 10.10AM			s 2.20AM	82.2		DNR TRACY
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			(51.1)
	(4.01)	(6.00)	(0.10)	(0.10)	(1.17)	(0.25)	(1.25)	(1.40)	(1.19)	(0.15)	(0.20)	(2.10)	(0.32)	(0.15)	(1.45)	................Time over District		
	12.72	8.51	21.60	21.60	39.81	24.48	36.07	30.66	38.81	12.80	21.00	23.58	19.12	14.40	29.20	................Average speed per hour		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception—No. 120 is Superior to No. 123.

ADDITIONAL STOPS ON SIGNAL: No. 50—Any station to receive passengers for points east of Tracy.

Time Table No. 182

November 26, 1922

WESTWARD

Automatic Block: Port Costa to Tracy

			Distance from Tracy	FIRST CLASS									SECOND CLASS		THIRD CLASS
				87	123	25	81	49	43	109	125	35	133	135	249
				Oil Fields Passenger	Martinez San Francisco Passenger	The Owl	Bay Point Napa San Francisco Passenger	San Joaquin Valley Passenger	Bay Point San Francisco Passenger	Sunset Express	Avon San Francisco Passenger	Tracy San Francisco Passenger	Martinez Port Costa Passenger	Martinez Port Costa Passenger	Tracy Local Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY
	SAN FRANCISCO (31.1)		82.2	8.10AM	8.50AM	8.50AM	10.10AM	1.50PM	6.10PM	6.30PM	7.10PM	11.25PM			
DNR	PORT COSTA	1.1	51.1	s 6.25AM	s 7.10AM	s 7.25AM	s 8.20AM	s 12.05PM	s 4.20PM	s 4.50PM	s 5.20PM	s 9.40PM	s 8.30PM	s 9.50PM	3.15PM
	NEVADA DOCK	0.9	50.0		f		f				f		f	f	
	OZOL	1.6	49.1		f				f						
DR	MARTINEZ	1.3	47.5	s 6.15	7.00AM	7.18	s 8.10	s 11.53AM	s 4.10	s 4.40	s 5.12	s 9.31	8.15PM	9.35PM	3.00
	MOCOCO	0.8	46.2				f		f		f	f			
	PEYTON	1.3	45.4					f			f	f			
DR	AVON	3.2	44.1	6.07		7.13	s 7.50	f 11.45	s 4.00	4.30	5.05PM	f 9.23			2.35
DR	BAY POINT	1.7	40.9	f 6.00		7.09	s 7.30AM	s 11.40	3.55PM	s 4.25		s 9.17			2.20
	NICHOLS	1.8	39.2	5.55				11.35		4.20		f 9.12			1.55
	McAVOY	4.1	37.4	5.53		7.04		f 11.33		4.18		f 9.10			1.50
DN	PITTSBURG	1.9	33.3	f 5.47		6.59		s 11.27		s 4.12		s 9.03			1.40
	LOS MEDANOS	2.3	31.4					f				f			
	PRINCE	0.4	29.1												
D	ANTIOCH	2.5	28.7	f 5.38		6.53		s 11.17		f 4.02		f 8.53			12.47
	NEWLOVE	1.3	26.2					f							
	NEROLY	4.4	24.9	5.31		6.48		f 11.09		3.54		f 8.46			12.15
D	BRENTWOOD	5.2	20.5	s 5.24		6.42		s 11.02		s 3.47		s 8.40			12.01PM
D	BYRON	2.0	15.3	s 5.14		6.35		s 10.52		s 3.37		s 8.30			10.52AM
	BYRON HOT SPRINGS	2.7	13.3					f		f		f			
	HERDLYN	4.1	10.6	5.07		6.29		10.42		3.27		f 8.21			10.15
D	BETHANY	3.4	6.5	5.01		6.24		s 10.35		3.20		f 8.12			9.50
	JANNEY	3.1	3.1	4.55		6.19		10.30		3.15		f 8.05			9.25
DNR	TRACY		0.0	4.50AM		6.15AM		10.25AM		3.10PM		8.00PM			9.15AM
	(51.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY
	Time over District			(1.35)	(0.10)	(1.10)	(0.50)	(1.40)	(0.25)	(1.40)	(0.15)	(1.40)	(0.15)	(0.15)	(6.00)
	Average speed per hour			32.27	21.60	43.80	12.24	30.66	24.48	30.66	28.00	30.66	14.40	14.40	8.51

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception—No. 120 is Superior to No. 123.

ADDITIONAL STOPS—No. 43 Nevada Dock on Sunday.

No. 87 Byron Hot Springs, Monday only to receive passengers.

No. 109 any station to discharge passengers from points east of Los Angeles, inclusive.

EASTWARD

Time Table No. 182

November 26, 1922.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS			FIRST CLASS												Distance from San Francisco	STATIONS	
	802	**280**	**278**	**242**	**246**	**254**	**80**	**506**	**96**	**38**	**904**	**92**	**82**	**502**	**32**	**902**	**90**	**24**			
	San Jose Local Freight	San Jose Local Freight	Tracy Local Freight	Fresno Mdse. Freight	Fresno Freight	Ogden Manifest	Stockton Flyer	San Francisco San Jose Passenger	San Francisco San Jose Passenger	San Francisco Sacramento Passenger	Stonehurst Local	San Francisco San Jose Passenger	San Francisco Stockton Passenger	San Francisco San Jose Passenger	San Francisco & Sacramento Passenger	Stonehurst Local	San Francisco San Jose Passenger	Tonopah Express			
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
				7.00PM		10.00PM	6.00PM	5.40PM	5.20PM	4.00PM	3.20PM	11.40AM	8.40AM	7.40AM	7.20AM	6.40AM	6.40AM	1.20AM	0.0	DN **SAN FRANCISCO** 3.5	Oakland Ferry
							6.18	5.58	5.38	4.18	3.38	11.58	8.53	7.58AM	7.38	6.58	6.58	1.38	3.5	**OAKLAND PIER**	
I P							6.24PM	6.10PM	5.50PM	4.24PM	3.45PM	12.05PM	9.05AM	8.10AM	7.50AM	7.07AM	7.05AM	1.50AM	3.5	DNR **OAKLAND PIER** 1.4	Double Track
Term. Yard WFITYO Interchange	8.15AM	8.00AM	4.10AM																4.9	Cedar St. Crossing DNR **WEST OAKLAND** 1.0	
																			5.9	Western Pacific Crossing 0.8	
I P							s6.32	s6.16	s6.00	s4.31	s 3.55	s12.14	s 9.12	s 8.18	s 7.58	s7.15	s7.13	s1.57	6.7	OAKLAND (First St.) 0.1	
																			6.8	Webster Street Crossing 1.5	
P									f		f	f		f		f	f		8.3	EAST OAKLAND 1.4	
I P								s6.24	s6.09	s4.39	s 4.05	s12.21	s 9.19	s 8.26	s 8.05	s7.25	s7.20	2.05	9.7	FRUITVALE 0.6	
																			10.3	Cala. Ry. Crossing 3.1	
55 P	8.40AM	8.25	4.35				6.46	s6.30PM	s **6.17**	4.46	s 4.15PM	f12.28	9.27	s 8.33AM	f 8.12	s7.35AM	s7.27	2.13	13.4	DNR **ELMHURST** 1.4	
38 WP		9.00	4.40				6.48		s6.22	4.48		s12.33	9.29		s 8.15		s7.32	s2.16	14.8	D SAN LEANDRO 0.7	Automatic Block
									f			f					f		15.5	SOUTH SAN LEANDRO 1.0	
									f			f			f		f		16.5	ESTUDILLO 1.0	
40 P		**9.08** **9.33**	4.50				6.52		s6.30	4.52		s12.39	**9.33**		f 8.21		s7.38	2.20	17.5	D LORENZO 0.6	
									f			f					f		18.1	CHERRY 2.0	
46 P		10.15	5.00				6.56		s6.35	s4.58		s12.45	9.37		s 8.26		s7.43	s2.25	20.1	D HAYWARD 1.5	
									f			f					f		21.6	HARDER 2.4	
33		**10.30**	5.10				7.01		f6.43	**5.03**		f12.52	9.42		8.31		f7.50	2.32	24.0	HALVERN 2.5	
36 P		11.00	5.20				7.04		s6.48	f5.09		s12.57	9.46		s 8.37		s7.54	2.37	26.5	D DECOTO 1.1	
									f								f		27.6	PABRICO 1.6	
Yard WYO P		11.15AM	5.30	9.10PM	8.10PM	**1.25AM**	s7.08		s6.55PM	s5.20		s 1.05PM	s **9.55**		s 8.46		s8.00AM	s2.44	29.2	DNR **NILES** 2.5	
36 P			5.50	9.20	8.20	**1.40**	7.12			5.25			9.59		f **8.52**			2.49	31.7	FARWELL 1.9	
																			33.6	BRIGHTSIDE 2.0	
75 P			**6.30**	9.30	**8.43**	**1.55**	f7.19			s**5.36**			f10.06		s **9.00**			2.59	35.6	D SUNOL 1.6	
															f				37.2	BONITA 1.2	
															f				38.4	VERONA 2.5	
79 P			7.00	9.50	9.05	**2.15**	f7.27			s5.47			s10.15		s 9.12			3.09	40.9	D PLEASANTON 1.1	
I Y P																			42.0	**RADUM** 0.4	
																			42.4	REMILLARD 0.6	
41 P			**7.25**	10.00	9.15	**2.25**	7.31			**5.51**			10.18		f 9.16			3.13	43.0	ELIOT 3.9	
94 WT P			**8.00** **9.40**	10.15	9.30	**2.55**	s7.37			s6.00			s10.25		s **9.28**			s3.19	46.9	DN **LIVERMORE** 1.5	
P															f				48.4	TREVARNO 2.1	
80 P			**10.32**	10.30	9.45	**3.15**	7.43			6.10			**10 32**		f 9.38			3.28	50.5	ULMAR 4.5	
79 WT P			11.00	10.45	10.00	**3.40**	7.51			6.20			10.39		s 9.50			**3.40**	55.0	DN ALTAMONT 4.5	
29 P			11.15	11.05	10.20	**4.10**	**8.00**			6.28			10.50		f10.00			3.50	59.5	CAYLEY 3.6	
78 P			11.30	11.25PM	10.40	**4.25**	8.08			6.35			10.56		f10.08			**4.00**	63.1	MIDWAY 5.6	
30																			68.7	MEDAL 2.1	
WFTYO Term. Yard P			11.45AM	12.05AM	11.00PM	**5.15AM**	s8.20PM			s6.50PM			s 11.10AM		s10.20AM			s4.15AM	70.8	DNR **TRACY**	
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(67.3)	
	(0.30) 17.00	(3.15) 7.47	(7.35) 9.08	(2.55) 14.26	(2.50) 14.68	(3.50) 10.85	(1.56) 34.81	(0.20) 29.70	(1.05) 24.49	(2.26) 27.65	(0.30) 19.80	(1.00) 25.70	(2.05) 32.70	(0.23) 25.82	(2.30) 26.92	(0.28) 21.21	(0.55) 28.03	(2.25) 27.84		........................Time over District ....Average speed per hour	

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

No. 24 Reduce speed Fruitvale sufficiently to enable safe dispatch of bundles of newspapers.
ADDITIONAL STOPS ON SIGNAL.—No. 38 San Leandro to receive passengers for points east of Niles. Lorenzo daily, except Saturday and Sunday. Farwell on Saturday only to discharge passengers. No. 90 Cherryland at M. P. 19.1 Nos. 90, 92 and 96, Tennyson 1.2 miles east of Harder.

Time Table No. 182

November 26, 1922

WESTWARD

			FIRST CLASS										SECOND CLASS		THIRD CLASS			FOURTH CLASS	
		Distance from Tracy	89	91	505	79	31	501	95	37	557	51	901	903	247	253	279	277	801
			San Jose San Francisco Passenger	San Jose San Francisco Passenger	San Jose San Francisco Passenger	Stockton Flyer	Sacramento Stockton San Francisco Passenger	San Jose San Francisco Passenger	San Jose San Francisco Passenger	Stockton San Francisco Passenger	Santa Cruz San Francisco Passenger	Fresno San Francisco Passenger	Stonehurst Local	Stonehurst Local	Fresno Freight	Ogden Manifest	San Jose Local Freight	Tracy Local Freight	San Jose Local Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
Oakland Ferry	DN SAN FRANCISCO 3.5	70.8	7.10AM	8.10AM	8.30AM	10.10AM	2.30PM	4.50PM	6.30PM	7.10PM	10.05PM	10.05PM	8.50AM	5.30PM		11.30PM			
	OAKLAND PIER	67.3	6.52	7.52	8.12	9.52	2.12	4.32	6.12	6.52	9.47	9.47	8.32AM	5.12					
Automatic Block Double Track	DNR OAKLAND PIER 1.4	67.3	s 6.42AM	s 7.42AM	s 8.02AM	s 9.43AM	s 2.05PM	s 4.20PM	s 6.00PM	s 6.42PM	s 9.40PM	s 9.42PM	s 8.25AM	s 4.55PM					
	Cedar St. Crossing DNR WEST OAKLAND 1.0	65.9															9.30PM	12.20PM	3.35PM
	Western Pacific Crossing 0.8	64.9																	
	OAKLAND (First St.) 0.1	64.1	s 6.33	s 7.34	s 7.56	s 9.34	s 1.57	s 4.10	s 5.47	s 6.33	s 9.32	s 9.35	s 8.15	s 4.48					
	Webster Street Crossing 1.5	64.0																	
	EAST OAKLAND 1.4	62.5	f										f	f					
	FRUITVALE 0.6	61.1	s 6.25	s 7.25	s 7.46	9.27	s 1.49	s 4.02	s 5.37	s 6.25	s 9.25	9.28	s 8.05	s 4.38					
	Cala. Ry. Crossing 3.1	60.5																	
	DNR ELMHURST 1.4	57.4	s 6.17	s 7.17	7.38AM	9.21	1.42	3.55PM	f 5.30	6.17	9.18PM	9.21	7.55AM	4.30PM			8.50	11.40AM	3.00PM
	D SAN LEANDRO 0.7	56.0	s 6.13	s 7.12		9.19	1.40		s 5.26	6.14		9.19					8.35	11.25	
	SOUTH SAN LEANDRO 1.0	55.3	f	f					f										
	ESTUDILLO 1.0	54.3	f	f					f										
	D LORENZO 0.6	53.8	s 6.06	s 7.04		9.13	1.35		s 5.19	6.09		9.14					8.15	11.10	
	CHERRY 2.0	52.7	f	f															
	D HAYWARD 1.5	50.7	s 5.59	s 6.56		9.09	s 1.30		s 5.11	6.04		9.10					7.55	11.00	
	HARDER 2.4	49.2	f	f					f										
	HALVERN 2.5	46.8	f 5.52	f 6.47		9.04	1.24		f 5.03	5.59		9.05					7.40	10.30	
	D DECOTO 1.1	44.3	f 5.47	s 6.42		9.01	1.20		s 4.55	5.55		9.01					7.30	10.20	
	PABRICO 1.6	43.2		f					f										
	DNR NILES 2.5	41.6	5.42AM	6.37AM		s 8.57	s 1.15		4.50PM	s 5.50		f 8.57			7.00AM	6.55PM	7.20PM	10.05 9.45	
	FARWELL 1.9	39.1				8.52	1.06			f 5.43		8.50			6.45	6.40		9.35	
	BRIGHTSIDE 2.0	37.2																	
	D SUNOL 1.6	35.2				f 8.40	s 12.59			s 5.36		8.43			6.30	6.25		9.00	
	BONITA 1.2	33.6																	
	VERONA 2.5	32.4																	
	D PLEASANTON 1.1	29.9				s 8.30	s 12.49			s 5.24		8.34			6.15	6.05		8.30	
	RADUM 0.4	28.8																	
	REMILLARD 0.6	28.4																	
	ELIOT 3.9	27.8				8.26	12.43			f 5.18		8.29			6.02	5.51		8.15	
	DN LIVERMORE 1.5	23.9				s 8.20	s 12.38			s 5.13		f 8.23			5.55	5.20 5.05		8.00	
	TREVARNO 2.1	22.4								f									
	ULMAR 4.5	20.3				8.14	12.31			f 5.07		8.17			5.25	4.50		6.35	
	DN ALTAMONT 4.5	15.8				8.07	12.24			s 5.00		8.10			5.05	4.35		6.20	
	CAYLEY 3.6	11.3				7.59	12.14			4.49		8.00			4.45	4.20		6.00	
	MIDWAY 5.6	7.7				7.53	12.07PM			f 4.43		7.50			4.25 3.55	4.00		5.40	
	MEDAL 2.1	2.1																	
	DNR TRACY	0.0				7.43AM	11.55AM			4.33PM		7.40PM			3.00AM	3.30PM		5.15AM	
	(67.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	Time over District		(1.00)	(1.05)	(0.22)	(2.00)	(2.10)	(0.25)	(1.10)	(2.09)	(0.22)	(2.02)	(0.25)	(0.25)	(4.00)	(3.25)	(2.10)	(7.05)	(0.35)
	Average speed per hour		25.70	24.49	27.00	33.65	31.06	23.76	22.74	31.30	27.00	33.09	23.76	23.76	11.88	13.13	11.21	11.13	14.57

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

ADDITIONAL STOPS ON SIGNAL.—No. 37 any station west of Niles to discharge passengers from points east of Sunol inclusive. Hayward to receive mail whenever quantity is in excess of capacity of mail catcher.
Nos. 89, 91, 95, and 97 Tennyson 1.2 miles west of Halvern. No. 51 Fruitvale to discharge passengers.

EASTWARD

WESTWARD

Time Table No. 182

November 26, 1922

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	SECOND CLASS	FIRST CLASS				Distance from San Francisco		STATIONS	Distance from San Jose	FIRST CLASS			SECOND CLASS	THIRD CLASS
	280	248	96	92	188	90					91	187	95	245	279
	San Jose Local Freight	Fresno Freight	San Francisco San Jose Passenger	San Francisco San Jose Passenger	Niles San Jose Passenger	San Francisco San Jose Passenger					San Jose San Francisco Passenger	San Jose Niles Passenger	San Jose San Francisco Passenger	Fresno Freight	San Jose Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
			5.20PM	11.40AM	8.40AM	6.40AM	0.0		DN **SAN FRANCISCO** 29.2	46.7	8.10AM		6.30PM		
Yard WYOP	12.40PM	7.15AM	6.57PM	1.15PM	9.55AM	8.00AM	29.2	Automatic Block	DNR **NILES** 0.5	17.5	s6.37AM	s9.45AM	s 4.45PM	8.00PM	4.35PM
IY							29.7		W. P. Crossing 0.9	17.0					
			f	f	f	f	30.6		OVERACKER 2.2	16.1	f	f	f		
37 P	1.00	7.25	s 7.02	s 1.22	s10.03	s 8.07	32.8		IRVINGTON 3.5	13.9	s6.29	f9.37	s 4.37	7.45	4.20
44 P	1.28	7.35	f 7.08	f 1.28	f10.10	f 8.13	36.3		WARM SPRINGS 4.4	10.4	f6.23	f9.31	f 4.31	7.35	3.55
42 P	1.50	7.45	s 7.15	s 1.36	s10.20	s 8.21	40.7		D MILPITAS 2.6	6.0	f6.16	f9.25	s 4.25	7.15	3.35
38	2.10	7.55	f 7.19	f 1.41	f10.25	f 8.26	43.3		WAYNE 2.6	3.4	f6.10	9.20	f 4.20	7.00	3.10
Interchange							45.9		RURIC 0.8	0.8					
Term. Yard WFITO	2.30PM	8.15AM	s 7.30PM	s 1.50PM	s10.32AM	s 8.35AM	46.7		DNR **SAN JOSE**	0.0	6.05AM	9.15AM	4.15PM	6.55PM	3.00PM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(1.50)	(1.00)	(0.33)	(0.35)	(0.37)	(0.35)			Time over District		(0.32)	(0.30)	(0.30)	(1.05)	(1.35)
	9.54	17.50	31.81	30.00	28.39	0.00			Average speed per hour		32.81	35.00	35.00	16.15	11.05

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

EASTWARD

WESTWARD

Time Table No. 182

November 26, 1922

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		FIRST CLASS	Distance from San Francisco		STATIONS		Distance from Niles	THIRD CLASS
	242	254	504						253
	Fresno Merchandise Freight	Ogden and Portland Manifest Freight	San Jose San Francisco Passenger						Ogden Manifest Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily						Arrive Daily
				0.0	DN	**SAN FRANCISCO** 5.2		43.0	
	7.00PM	10.00PM		5.2		BAY SHORE 21.0		37.8	11.30PM
YP	8.00PM	12.15AM		26.2	DNR	**REDWOOD JCT.** 0.2	Double Track	16.8	10.00PM
137				26.4		BESTOS (End of Double Track) 1.6		16.6	
				28.0		SWEENY 1.5		15.0	
58 P	8.15	12.25		29.5		HENDERSON 1.4		13.5	9.15
				30.9		RAVENSWOOD 3.0		12.1	
56	8.25	12.35		33.9		DUMBARTON 3.3		9.1	8.45
108 WYP	8.35	1.00	5.20AM	37.2	Auto. Block DNR	**NEWARK** 1.8		5.8	8.35
				39.0		MATTOS 1.1		4.0	
56 P	8.50	1.10	f 5.25	40.1		CENTERVILLE 2.3		2.9	7.50
I Y				42.4		W. P. Crossing 0.6		0.6	
Yard WYOP	9.05PM	1.25AM	s 5.35AM	43.0	DNR	**NILES**		0.0	7.40PM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			(17.5)			Leave Daily
	(1.05)	(1.10)	(0.15)			Time over District			(2.20)
	15.50	14.40	23.20			Average speed per hour			7.20

Westward trains are superior to trains of the same class in the opposite direction. (see Rule 72.)

Schedule time, time in train orders or meeting points made under any form of order will apply at end of double track at Redwood Jct.

Trains between Redwood Jct. and San Francisco be governed by Coast Division time table.

EASTWARD

WESTWARD

Time Table No. 182

November 26, 1922

FIRST CLASS		Distance from San Francisco		STATIONS		Distance from Stonehurst	SECOND CLASS	
904	902						901	903
Stonehurst Local	Stonehurst Local						Stonehurst Local	Stonehurst Local
Leave Daily	Leave Daily						Arrive Daily	Arrive Daily
3.20PM	6.40AM	0.0	DN	**SAN FRANCISCO** 3.5	Oakland Ferry	14.3	8.50AM	5.30PM
3.38	6.58	3.5		**OAKLAND PIER**		10.8	8.32	5.12
4.15PM	7.35AM	13.4	DN	**ELMHURST** 0.9		0.9	s 7.55AM	s 4.30PM
s 4.20PM	s 7.40AM	14.3		Western Pac. Crossing. **STONEHURST**		0.0	7.50AM	4.25PM
Arrive Daily	Arrive Daily						Leave Daily	Leave Daily

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

EASTWARD

WESTWARD

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 182 November 26, 1922.	Distance from San Jose	FIRST CLASS				FOURTH CLASS
	802 San Jose Local Freight	506 San Francisco San Jose Passenger	502 San Francisco San Jose Passenger					503 San Jose San Francisco Passenger	505 San Jose San Francisco Passenger	501 San Jose San Francisco Passenger	557 Santa Cruz San Francisco Passenger	801 San Jose Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY
		5.40PM	7.40AM	0.0	DN	**SAN FRANCISCO**	47.4	7.10AM	8.30AM	4.50PM	10.05PM	
55 P	8.45AM	6.30PM	8.33AM	13.4	DNR	**ELMHURST** 2.1	34.0		s 7.38AM	f 3.55PM	s 9.18PM	3.00PM
14	8.50	f 6.34	f 8.37	15.5		MULFORD 2.3	31.9		f 7.33	f 3.51	f 9.14	2.45
18 P	8.55	f 6.38	f 8.41	17.8		ROBERT 2.4	29.6		f 7.30	f 3.46	f 9.11	
77 WP	9.05	f 6.42	f 8.46	20.2		RUSSELL 1.3	27.2		f 7.25	f 3.41	f 9.06	2.30
26 P	9.15	s 6.44	s 8.48	21.5		MOUNT EDEN 1.5	25.9		f 7.22	s 3.38	s 9.03	2.00
9 Spur		f	f	23.0		BAUMBERG 2.3	24.4		f	f	f	
68	9.40	s 6.50	s 8.55	25.3	D	ALVARADO 0.9	22.1		s 7.16	s 3.32	s 8.57	1.30
		f	f	26.2		HALL 2.2	21.2			f		
13	9.55	f 6.56	f 9.00	28.4		ARDEN 0.6	19.0		f 7.09	f 3.25	f 8.50	1.00
				29.0		HILLARD 1.6	18.4					
Yard WYP	10.10	s 7.02	s 9.08	30.6	Auto. Block { DNR	**NEWARK** 2.2	16.8	s 5.20AM	s 7.05	s 3.20	s 8.46	12.40PM
9		f	f	32.8		MOWRY 1.3	14.6	f	f	f	f	
88	10.30	f 7.09	f 9.15	34.1		ALBRAE 1.4	13.3	f 5.10	f 6.59	f 3.11	f 8.40	11.45AM
		f	f	35.5		MALLARD 1.0	11.9		f	f	f	
6		f	f	36.5		DRAWBRIDGE 2.6	10.9	f	f	f	f	
18	11.00	s 7.16	s 9.25	39.1		ALVISO 2.6	8.3	f 5.03	f 6.51	s 3.02	s 8.32	11.30
59	11.15	s 7.21	s 9.30	41.7	D	AGNEW 3.1	5.7	s 4.58	f 6.47	s 2.55	s 8.28	11.15
Yard	11.30	s 7.27	s 9.37 9.42	44.8	D	SANTA CLARA 1.4	2.6	f 4.51	f 6.42	s 2.48 2.41	s 8.23 8.18	11.05
I	11.35AM	f 7.30PM	f 9.45AM	46.2	Auto Block { R	**COLLEGE PARK**	1.2	4.48AM	f 6.38AM	f 2.38PM	f 8.13PM	10.55AM
Trains between College Park, San Jose and West San Jose governed by Coast Division Time Table.												
Term. Yard WFITO	11.45AM	7.35PM	9.50AM	47.4	DNR	**SAN JOSE**	0.0	4.45AM	6.35AM	2.35PM	8.10PM	10.50AM
						WEST SAN JOSE						
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY
	(2.55)	(1.00)	(1.12)			Time over District		(0.32)	(1.00)	(1.17)	(1.05)	(4.05)
	11.27	32.80	27.33			Average speed per hour		29.25	32.80	28.11	32.80	8.03

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

EASTWARD

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS 262 Calistoga Local Freight Leave Daily EX. SUNDAY	FIRST CLASS 64 San Francisco Napa Passenger Leave Daily	70 San Francisco Santa Rosa Passenger Leave Daily	170 Vallejo Suisun Mixed Leave Daily	62 San Francisco Calistoga Passenger Leave Daily	168 Vallejo Suisun Passenger Leave Daily	Distance from San Francisco		Time Table No. 182 November 26, 1922 STATIONS
		4.40PM	4.40PM		8.00AM		0.0	DN	**SAN FRANCISCO** 30.0
Yard .WFT		6.30PM	6.20PM	3.35PM	9.45AM	7.40AM	30.0	DR	**SOUTH VALLEJO** 1.1
		s 6.33	s 6.23	s 3.40	s 9.50	s 7.43	31.1		NORTH VALLEJO 0.7
		f	f	f	f	f	31.8		LOUISIANA ST. 0.5
		f	f	f	f	f	32.3		ORPHANS HOME 2.1
24		f 6.41	f 6.31	f 3.46	f 9.55	f 7.49	34.4		FLOSDEN 2.5
							36.9		STANDARD 0.4
Yard WYO P	7.10AM	s 6.50	s 6.40PM	s 3.55PM	s 10.05	s 7.57AM	37.3	DR	**NAPA JUNCTION** 0.7
							38.0		Napa Valley Ry. Crossing 0.9
		f			f		38.9		MIDDLETON 2.1
		f 6.59			f 10.12		41.0		RATTO 0.7
		f			f		41.7		SUSCOL 2.5
		f			f		44.2		IMOLA 1.2
							45.4		Napa Valley Ry. Crossing 0.1
30 W	7.40	s 7.10PM			s 10.24		45.5	DR	NAPA 2.3
6	8.15				f 10.29		47.8		**UNION** 2.4
12					f 10.35		50.2		OAK KNOLL 1.5
9					f		51.7		TRUBODY 2.3
22 W	8.35				s 10.45		54.0	D	YOUNTVILLE 3.5
27	9.10				s 10.52		57.5	D	OAKVILLE 1.9
19	9.25				s 10.57		59.4	D	RUTHERFORD 1.8
20	9.35				f 11.02		61.2		ZINFANDEL 0.9
							62.1		THOMAN 0.3
22					f		62.4		CRANE 1.2
22	9.45				s 11.07		63.6		ST. HELENA 0.9
11					f		64.5		KRUG 0.8
13					f 11.12		65.3		BARRO 2.2
7 W					f		67.5		BALE 0.8
16					f 11.20		68.3		LARKMEAD 0.7
10 W					f		69.0		MAPLE 2.7
10 WT	10.30AM				s 11.33AM		71.7	DR	**CALISTOGA**
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(41.7)
	(3.20) 10.40	(0.40) 23.25	(0.20) 21.90	(0.20) 21.90	(1.48) 23.16	(0.17) 22.82			..................Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

EASTWARD

	FROM 132 SUNDAY ONLY	FROM 44 Daily	Light Daily EX. SUNDAY	FROM 29 and 22 Daily	FROM 49 Daily	FROM 127 Daily	FROM 81 and 42 Daily	FROM 28 and 124 Daily EX. SUNDAY	Distance from San Francisco		Steamer Time Table No. 182 November 26, 1922 STATIONS
	9.00PM	6.00PM	4.45PM	2.30PM	12.20PM	11.15AM	9.20AM	7.16AM	28.0	D	**VALLEJO JCT.**
WF		6.15					9.40	7.34	30.0	D	**SOUTH VALLEJO**
	9.25PM	6.30PM	5.10PM	3.00PM	12.45PM	11.40AM	10.00AM	7.55AM	31.6		**NORTH VALLEJO WHF.**

WESTWARD

Time Table No. 182
November 26, 1922.

STATIONS		Distance from Calistoga	FIRST CLASS 61 Napa San Francisco Passenger Arrive Daily	FIRST CLASS 69 Santa Rosa San Francisco Passenger Arrive Daily	FIRST CLASS 63 Calistoga San Francisco Passenger Arrive Daily	FIRST CLASS 169 Suisun Vallejo Passenger Arrive Daily	SECOND CLASS 167 Suisun Vallejo Mixed Arrive Daily	FOURTH CLASS 263 Calistoga Local Freight Arrive Daily EX. SUNDAY
DN **SAN FRANCISCO**	30.0	71.7	10.10AM	10.10AM	6.10PM			
DR **SOUTH VALLEJO**	1.1	41.7	s 8.12AM	s 8.22AM	s 4.15PM	s 6.15PM	s 10.20AM	
NORTH VALLEJO	0.7	40.6	s 8.08	s 8.18	s 4.11	s 6.11	s 10.16	
LOUISIANA ST.	0.5	39.9	f	f	f	s	f	
ORPHANS HOME	2.1	39.4	f	f	f	f	f	
FLOSDEN	2.5	37.3	f 8.02	f 8.12	f 4.05	f 6.05	f 10.10	
STANDARD	0.4	34.8						
DR **NAPA JUNCTION**	0.7	34.4	s 7.57	8.07AM	s 4.00 3.55	6.00PM	10.05AM	10.55AM
Napa Valley Ry. Crossing	0.9	33.7						
MIDDLETON	2.1	32.8	f		f			
RATTO	0.7	30.7	f 7.47		f 3.45			
SUSCOL	2.5	30.0	f		f			
IMOLA	1.2	27.5	f		f			
Napa Valley Ry. Crossing	0.1	26.3						
DR NAPA	2.3	26.2	7.40AM		s 3.37			10.24
UNION	2.4	23.9			f 3.27			9.55
OAK KNOLL	1.5	21.5			f 3.20			
TRUBODY	2.3	20.0			f			
D YOUNTVILLE	3.5	17.7			s 3.13			9.40
D OAKVILLE	1.9	14.2			s 3.06			9.10
D RUTHERFORD	1.8	12.3			s 3.02			9.00
ZINFANDEL	0.9	10.5			f 2.57			8.40
THOMAN	0.3	9.6						
CRANE	1.2	9.3			f			
ST. HELENA	0.9	8.1			s 2.52			8.30
KRUG	0.8	7.2			f			
BARRO	2.2	6.4			f 2.48			
BALE	0.8	4.2			f			
LARKMEAD	0.7	3.4			f 2.42			
MAPLE	2.7	2.7			f			
DR **CALISTOGA**		0.0			2.35PM			8.00AM
(41.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
Time over District			(0.32)	(0.15)	(1.40)	(0.15)	(0.15)	(2.55)
Average speed per hour			29.06	29.20	26.33	29 20	29.20	11.79

Cross-over switch at west end of Union siding must be lined up for Union line and siding must be kept clear between these switches.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Steamer

WESTWARD

Time Table No. 182
November 26, 1922.

STATIONS	Distance from No. Vallejo Wharf	Light Daily EX. SUNDAY	TO 81 and 42 Daily	TO 127 Daily	TO 49 Daily	TO 29 and 22 Daily	TO 43 Daily	TO 125 Daily EX. SUNDAY	Tie Up Daily EX. SUNDAY	TO 132 and 209 SUNDAY ONLY	Light SUNDAY ONLY
D **VALLEJO JCT.**	3.6	7.05AM	8.45AM	11.10AM	12.15PM	2.15PM	4.40PM	5.45PM		8 40PM	
D **SOUTH VALLEJO**	1.6	6.50AM	8.27				4.20	5.30	6.45PM	8.25	9.45PM
NORTH VALLEJO WHF.	0.0		8.05AM	10.45AM	11.45AM	1.45PM	4.08PM	5.15PM	6.35PM	8.10PM	9.30PM

EASTWARD

WESTWARD

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		FIRST CLASS			Time Table No. 182 November 26, 1922		FIRST CLASS	FOURTH CLASS	
	290 Schellville Freight	294 Santa Rosa Local Freight	70 San Francisco Santa Rosa Passenger	Distance from San Francisco		STATIONS	Distance from Santa Rosa	69 Santa Rosa San Francisco Passenger	295 Santa Rosa Local Freight	291 Schellville Freight
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily					Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
			4.40PM	0.0	DN	**SAN FRANCISCO**	74.0	10.10AM		
Yard WYO P	10.50AM	8.15AM	6.42PM	37.3	DR	**NAPA JUNCTION** 0.3	36.7	s 8.05AM	12.40PM	12.55PM
				37.6		Napa Valley Ry. Crossing 1.5	36.4			
				39.1		SQUAB 1.6	34.9			
			f	40.7		BRAZOS 1.5	33.3	f		
	11.05	8.30	f 6.52	42.2	Automatic Block.	**BUCHLI** 2.2	31.8	f 7.54	12.10PM	12.40
			f	44.4		MERAZO 1.3	29.6	f		
	11.15	8.40	f 6.58	45.7		**RAMAL** 0.7	28.3	f 7.48	11.55AM	12.30
				46.4		DONOVAN 0.9	27.6			
				47.3		TULE VISTA 0.2	26.7			
			f	47.5		WECHICKA 1.3	26.5	f		
				48.8		N. W. Pac. Ry. Crossing 0.4	25.2			
19 Interchange	11.40AM	8.50	s 7.05	49.2	R	SCHELLVILLE 3.1	24.8	s 7.40	11.40	12.05PM
			f	52.3		SNYDER 1.4	21.7	f		
20 W		9.00	s 7.13	53.7	D	EL VERANO 0.7	20.3	s 7.32	10.45	
			f	54.4		BOYES SPRINGS 1.0	19.6	f		
			f	55.4		AGUA CALIENTE 0.9	18.6	f		
			f	56.3		SOBRE VISTA 0.3	17.7	f		
				56.6		N. W. Pac. Ry. Crossing 0.2	17.4			
11			f 7.22	56.8		YULUPA 0.7	17.2	f 7.22		
2			s 7.24	57.5		ELDRIDGE 1.5	16.5	s 7.20		
			s 7.27	59.0		GLEN ELLEN 0.6	15.0	s 7.17		
			f	59.6		WARFIELD 1.4	14.4	f		
2			f 7.31	61.0		BELTANE 0.7	13.0	f 7.13		
			f	61.7		FELICE 0.9	12.3	f		
			f	62.6		WILDWOOD 0.8	11.4	f		
21		9.45	s 7.37	63.4	D	KENWOOD 1.4	10.6	s 7.07	9.45	
			f	64.8		LAWNDALE 0.7	9.2	f		
2			f	65.5		LOS GUILICOS 1.3	8.5	f		
20			f 7.44	66.8		ANNADEL 1.6	7.2	f 7.00		
				68.4		OLESON 0.9	5.6			
15			f	69.3		MELITTA 1.9	4.7	f		
12 Spur			f	71.2		BAKU 2.8	2.8	f		
22 WTY Interchange		10.20AM	s 8.02PM	74.0	DR	**SANTA ROSA**	0.0	6.45AM	8.30AM	
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily			36.7		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	(0.50) 14.28	(2.05) 17.62	(1.20) 27.52			.... Time over District .... Average speed per hour		(1.20) 27.52	(4.10) 8.80	(0.50) 14.28

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

ADDITIONAL STOPS ON SIGNAL—Nos. 69 and 70 Hillview (one mile east of Kenwood).

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	EASTWARD FIRST CLASS 146 San Ramon Mixed Leave Daily EX. SUNDAY	Distance from San Francisco		Time Table No. 182 November 26, 1922. STATIONS	Distance from Radum	WESTWARD SECOND CLASS 145 San Ramon Mixed Arrive Daily EX. SUNDAY
	˙ 8.00AM	0.0	DN	**SAN FRANCISCO** 38.1	67.8	7.10PM
45 Y	10.05AM	38.1	DR	**AVON** 1.5	29.7	s 4.45PM
		39.6		HAPRESS 1.4	28.2	f
		41.0		GALINDO 1.5	26.8	
80 W	s 10.15	42.5	D	CONCORD 0.7	25.3	s 4.15
	f	43.2		NACIO 1.9	24.6	
	s 10.20	45.1		HOOKSTON 0.7	22.7	f 3.20
Interchange Track	f 10.25	45.8		LAS JUNTAS O. and A. Crossing 1.5	22.0	f 3.10
		47.3		OXLEY 0.9	20.5	
24	s 10.35	48.2	D	WALNUT CREEK 2.4	19.6	s 3.00
	f	50.6		WIDBERO 2.0	17.2	
18	f 10.50	52.6		ALAMO 2.2	15.2	f 2.40
57	s 11.00	54.8	D	DANVILLE 1.6	13.0	s 2.30PM
	f	56.4		OSAGE 1.3	11.4	
29 T	s 11.10AM	57.7	R	SAN RAMON 3.6	10.1	s 11.30AM
		61.3		FOREST HOME 2.3	6.5	
71		63.6		DOUGHERTY 2.8	4.2	
31		66.4		ASCO 1.4 Western Pac. Crossing	1.4	
I Y P		67.8	R	**RADUM**	0.0	
	Arrive Daily EX. SUNDAY			(29.7)		Leave Daily EX. SUNDAY
	(1.05)			Time over District		(5.15)
	18.09			Average speed per hour		3.73

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	EASTWARD THIRD CLASS 296 Santa Rosa Freight Leave Daily EX. SUNDAY	EASTWARD THIRD CLASS 292 Schellville Freight Leave Daily EX. SUNDAY	EASTWARD THIRD CLASS 264 Calistoga Freight Leave Daily EX. SUNDAY	EASTWARD FIRST CLASS 170 Vallejo Suisun Passenger Leave Daily	EASTWARD FIRST CLASS 168 Vallejo Suisun Passenger Leave Daily	Distance from San Francisco via Vallejo		Time Table No. 182 November 26, 1922. STATIONS	Distance from Suisun	WESTWARD SECOND CLASS 167 Suisun Vallejo Passenger Arrive Daily	WESTWARD SECOND CLASS 169 Suisun Vallejo Passenger Arrive Daily	WESTWARD THIRD CLASS 261 Calistoga Freight Arrive Daily EX. SUNDAY	WESTWARD THIRD CLASS 293 Santa Rosa Freight Arrive Daily EX. SUNDAY	WESTWARD THIRD CLASS 289 Schellville Freight Arrive Daily EX. SUNDAY
						0.0	DN	**SAN FRANCISCO**	50.1					
Yard 40 WYO	1.30PM	12.55PM	11.45AM	4.10PM	8.10AM	37.3	DR	**NAPA JUNCTION** 3.7	13.2	s 9.50AM	s 5.55PM	7.00AM	7.50AM	10.30AM
60 W	1.45	1.10	12.05PM	f 4.17	f 8.17	41.0		CRESTON 3.8	9.5	f 9.40	f 5.45	6.45	7.25	10.00
27	2.00	1.25	12.15	s 4.27	s 8.27	44.8	D	CORDELIA 1.4	5.7	s 9.32	s 5.37	6.35	7.12	9.45
33	2.10	1.40	12.25	f	f	46.2		THOMASSON 1.7	4.3	f	f	6.30	7.08	9.40
11					f	47.9		SUBEET 2.6	2.6	f				
Yard WFYO	2.30PM	2.00PM	12.45PM	s 4.40PM	s 8.40AM	50.5	DNR	**SUISUN-FAIRFIELD**	0.0	9.20AM	5.25PM	6.20AM	7.00AM	9.30AM
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			(13.2)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	(1.00)	(1.05)	(1.00)	(0.30)	(0.30)			Time over District		(0.30)	(0.30)	(0.40)	(0.50)	(1.00)
	13.20	12.18	13.20	26.42	26.42			Average speed per hour		26.42	26.42	19.80	15.80	13.20

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

EASTWARD | WESTWARD

Time Table No. 182

November 26, 1922.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.				Distance from San Francisco	STATIONS	Distance from Union			
					DN **SAN FRANCISCO**				
				42.2	**BUCHLI**	8.6			
					1.6				
				43.8	CARNEROS	7.0			
					1.6				
18				45.4	STANLEY	5.4			
					3.4				
24 WT				48.8	WEST NAPA	2.0			
					1.3				
				50.1	Napa Valley Ry. Crossing	0.7			
					0.7				
6				50.8	**UNION**	0.0			
					(8.6)				

……………… Time over District ………………
……………Average speed per hour……………

Cross-over switch at west end of Union siding must be lined up for Union Branch and siding kept clear between these switches.

EASTWARD | WESTWARD

Time Table No. 182

November 26, 1922.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS			Distance from San Francisco	STATIONS	Distance from Wingo	SECOND CLASS		
			404 Wingo Passenger				403 Wingo Passenger		
			Leave MONDAYONLY				Arrive MONDAYONLY		
				0.0	DN **SAN FRANCISCO**				
			8.48AM	45.7	**RAMAL**	2.0	s 9.13AM		
					2.0				
(Siding on N.W.P.Ry.)			s 9.00AM	47.7	**WINGO**	0.0	9.01 AM		
			Arrive MONDAYONLY		(2.0)		Leave MONDAYONLY		
			(0.12) 10.00		……… Time over District ……… ……… Average speed per hour………		(0.12) 10.00		

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Trains using siding of N. W. P. Railway at Wingo must observe Rule 99, and be governed by current Time Table N. W. P. Railway.

EASTWARD | WESTWARD

Time Table No. 182

November 26, 1922.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.			FIRST CLASS		Distance from San Francisco		STATIONS	Distance from Rumsey	SECOND CLASS			
			108 Elmira Rumsey Mixed	106 Elmira Winters Mixed					105 Winters Elmira Mixed	107 Rumsey Elmira Mixed		
			Leave Daily	Leave Daily					Arrive Daily	Arrive Daily		
			6.00AM		0.0	DN	**SAN FRANCISCO**	110.5	11.30AM	7.50PM		
WFY	101		9.15AM	6.00AM	59.4	DR	**ELMIRA**	51.1	s 8.45AM	s 4.30PM		
							4.3					
	13		s 9.30	s 6.25	63.7	Auto. Block} D	VACAVILLE	46.8	s 8.35	s 4.20		
							1.9					
			f 9.35	f	65.6		VIOLET	44.9	f	f 3.54		
							2.9					
	24		f 9.41	f	68.5		HARTLEY	42.0	f	f 3.48		
							1.8					
			f 9.46	f	70.3		ALLENDALE	40.2	f	f 3.43		
							3.7					
	20		f 9.54	f 6.45	74.0		WOLFSKILL	36.5	f 8.15	f 3.35		
							2.0					
WT	23		s 10.15	s 6.50AM	76.0	DR	WINTERS	34.5	8.10AM	s 3.30		
							4.3					
	16		f 10.25		80.3		NORTON	30.2		f 2.50		
							3.3					
	18		f		83.6		CITRONA	26.9		f 2.43		
							3.2					
	20		s 10.45		86.8		MADISON	23.7		s 2.35		
							3.1					
W	41		s 10.55		89.9	D	ESPARTO	20.6		s 2.25		
							2.0					
	20		s 11.05		91.9		CAPAY	18.6		s 2.15		
							4.7					
	20		f		96.6		CADANASSA	13.9		f		
							2.3					
			s		98.9		ECKHARD	11.6		s		
							1.8					
	20		s 11.35		100.7		TANCRED	9.8		s 1.50		
							2.6					
	20		f 11.45AM		103.3		BERWICK	7.2		f 1.40		
							1.0					
	3		f		104.3		AMARANTH	6.2		f		
							1.3					
	21		s 12.05PM		105.6	D	GUINDA	4.9		s 1.30		
							0.6					
	5		f		106.2		SAUTERNE	4.3		f		
							1.7					
	20		f		107.9		CASHMERE	2.6		f		
							2.6					
WT	19		s 12.40PM		110.5	R	**RUMSEY**	0.0		1.15PM		
			Arrive Daily	Arrive Daily			(51.1)		Leave Daily	Leave Daily		
			(3.25) 14.95	(0.50) 19.92			……… Time over District ……… ……… Average speed per hour ………		(0.35) 28.45	(3.15) 16.34		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL STOPS:—Nos. 105, 106, 107 and 108 at Paddon (m. p. 67½) on signal.

SPECIAL INSTRUCTIONS “SAFETY FIRST”

1. EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD AND FOURTH CLASS TRAINS WITHOUT AN ORDER TO DO SO.

2. STANDARD CLOCKS.

Oakland Pier.
West Oakland
Roseville
San Jose.
Sacramento.
South Vallejo.
Tracy.
Napa.
Port Costa
Suisun-Fairfield.
Elmira

3. WATCH INSPECTORS.

W. F. Hayes, General Time Inspector, 65 Market Street, San Francisco

A. F. Edwards........Oakland.
H. Bullard....West Oakland Suisun-Fairfield and Santa Rosa
W. R. Burke..........Berkeley.
A. O. Gott...........Alameda.
O. A. Poulsen........Richmond.
R. Kocher & Son.....San Jose.
Horace Bardwell .... San Jose.
Z. L. Von Dack & Son....Tracy.
H. T. Harger Co... Sacramento.
H. T. Harger Co....Roseville.
C. Harlie Power.....Livermore.
E. Oppliger..........Napa.
John Hood Co.......Santa Rosa.
C. E. Wyatt........Winters.
F. J. Stumm........Benicia.
G. E. Bangle ....Vallejo.
Roseboro & Thissell..Martinez.

4. BULLETIN BOARDS.

Oakland Pier.
West Oakland.
Port Costa.
South Vallejo.
Napa.
Elmira.
Sacramento.
Tracy.
Roseville.
Suisun-Fairfield.
San Jose.
Livermore.

5. CLEARANCES.

(a) When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train.

(b) If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

(c) All trains must obtain Clearance (Form 2643) before leaving Niles, Newark, and before leaving Napa Junction when an operator is on duty, and Port Costa except eastward trains via Benicia. Eastward trains via Benicia must obtain Clearance at Benicia.

(d) On **DOUBLE TRACK** trains may run extra without running orders, but must obtain Clearance (Form 2643) before leaving Oakland Pier, West Oakland, Sacramento, westward extras at Port Costa and eastward extras at Benicia.

(e) Extras originating on double track at Suisun-Fairfield and Davis must obtain clearance (Form 2643), also at Elmira when an operator is on duty.

(f) Conductors will furnish engineers with copy of check of train register Form 2529 for all enginemen in trains departing from Tracy. That part of Rule 815 reading “Compare time with their enginemen before starting on run, and with their brakemen, flagmen and baggagemen as soon thereafter as practicable.” Must be complied with.

(g) Engineman will acept check of train register (Form 2529) from Conductor at Oakland Pier or West Oakland.

(h) Enginemen will Register and compare time with standard clock before leaving Roundhouse at West Oakland.

(i) Rule 83 (A) will not apply at initial stations which are not telegraph stations, nor at telegraph stations when an operator is not on duty.

6 TRAIN REGISTER EXCEPTIONS.

(a) Dispatchers must not authorize green signals to be taken down by any westward train at Elmhurst or at any intermediate point between Elmhurst and the terminal of the schedule. If signals are to be displayed at Elmhurst by an eastward train, following inferior train must be notified.

(b) Westward trains will register by ticket at Elmhurst.

(c) Eastward trains will register by ticket and need not check the register at Elmhurst against any schedule that has been fulfilled as shown on the registers at Oakland Pier and West Oakland.

(d) At Redwood Junction Western Division crews on westward trains will register arrival on Western Division register, departing on Coast Division Register. Eastward trains arrival on Coast Division register, departing on Western Division register.

(e) College Park is register station for trains to and from West San Jose only.

(f) No. 51 will register by ticket at Niles.

(g) Davis, Martinez, Bay Point and Livermore are register stations only for trains that originate or terminate at those points.

(h) Avon is register station only for trains that originate or terminate at Avon.

(i) Trains will register at Ramal on Monday only.

(j) At registering stations on single track or at the end of double track when passing from single to double track where trains are permitted to register by ticket as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

7. TRAIN AND AIR INSPECTION.

(a) Westward trains must make the running air brake test one (1) mile east of Benicia also after leaving Oakland 16th Street Station for Oakland Pier.

(b) Air brakes on all trains and communicating signal on passenger trains must be tested from rear end of train at Napa Junction and Cordelia (except freight trains that do not stop at Cordelia) before ascending grade, and at the summit of Altamont and Creston as per Rule 16 and 17. Passenger trains that do not stop will make the running test as per Rule 16.

(c) Crews of all trains must, whenever the Brake Pipe has been broken from any cause, assure themselves that the air brakes are working through the entire train before starting by making the tests provided in Rule 17. In passenger service brake valve must remain on lap until notified to release brakes as per Rule 16 (e).

(d) When testing the air whistle signal, six seconds must be allowed for charging each car cut in before testing the air whistle signal, and then hold valve open one second, wait four seconds and repeat.

(e) In handling passenger equipment between West Oakland and Oakland Pier or Oakland Pier and West Oakland, a tail hose must be attached to leading car and air test made before moving. After attaining speed not exceeding eight miles per hour running test must be made by yardman on leading car. When engine is pulling cars running test must be made per Rule 16.

(f) Passenger trains in picking up or setting out cars must have air on each car connected with the engine.

(g) After a continuous run of thirty (30) miles freight trains must be stopped and inspection made of running gear wheels, etc., as per Rule 820.

(h) Except where water stations are more than (30) miles and less than (35) miles apart one stop may be eliminated by running between water stations, but the distance of (35) miles in no instance to be exceeded.

(i) Except on grades engines on freight trains of over 20 cars must be cut off at water stops.

Additional Communicating Signals:

(j) oooooo When running increase train heat.
(k) ——— When running look back for hand signals.

8. USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits between Oakland Pier and Sacramento, Oakland Pier and Tracy via Altamont, Niles and San Jose, Port Costa and Tracy, the note under Rule 211 is modified as follows:

Form “19” train order may be issued to restrict the superiority of a train, except that Form “31” must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
(3) When issuing an order Form “G,” Example 3.
(4) When giving any train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and superintendent's initials, writing same before delivery in blank space following “Signal is out for.” Operator will retain carbon copy of clearance. This paragraph includes territory outside of automatic block signal limits.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a “19” order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

Rule 251 is amended as follows:

In sending and repeating train orders by telephone or telegraphone they will be transmitted and repeated as per following example:

Second No. 25 Eng. 3205 wait at Newhall until Nine-Fifty 950 P.M. for extra 2756 east.

The order should appear as quoted above when ready for delivery.

The manner of sending or repeating the order is as follows:

First pronounce the word “Second” and then spell it thus: “S-e-c-o-n-d;” pronounce the word Number which will be abbreviated by “No.” pronounce the figures 2-5 and follow by spelling each digit; thus “T-w-o f-i-v-e;” pronounce the word “Engine” which may be abbreviated in the order as “Eng.” pronounce the engine number in figures as “3-2-0-5” then follow by spelling each figure as “t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e;” pronounce the words “wait at” then pronounce the station name and follow by pronouncing each letter of the station name; as “N-e-w-h-a-l-l-;” pronounce the word “until” then pronounce the time “950” in the usual manner, then follow by spelling each word in the time, as “n-i-n-e f-i-f-t-y” then pronounce the figures “9-5-0' followed by “P.M.” pronounce the word “for” also “Extra” then name each figure in the number as “2-7-5-6” followed by spelling as t-w-o s-e-v-e-n f-i-v-e s-i-x, and then pronounce the word “East”.

You will note that the words “Number,” “Wait at,” “for,” “Extra” and “East” are merely pronounced and should not be spelled.

AUTOMATIC SIGNALS

9. Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On **SINGLE TRACK.** Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

On **DOUBLE TRACK.** A train may proceed immediately, running under control not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

10. Between Buchli and Ramal train must wait ten minutes before following flagman.

11. A train must be preceded by a flagman over a drawbridge when stopped by a block signal which governs movement over it.

12. No automatic signals governing movements on westward track No. 1 between San Pablo and Shellmound tower and on eastward track No. 4 between Shellmound tower and Richmond.

13. On **DOUBLE TRACK** when using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop position, not less than one-half mile distant.

15. A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

16. When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

17. When a train which is to take siding at meeting or passing point or is to enter terminal yard finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track or on account of switch being lined up for receiving track it may pass the home signal without stopping, when a trainman or switch tender is AT THE HOME SIGNAL giving proceed signal to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

18. When the number plate of a home block signal is reversed, showing “yellow,” and signal indicates “Stop,” train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

19. When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

20. Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

21. Within block signal limits that portion of rules 86 and D-86 reading “but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown” is cancelled.

OVERLAPS.

22. **Westward trains—Avon and 2000 feet east of Ramal.**

23. **Eastward trains—Martinez, Bay Point and Dumbarton.**

24. Overlap posts are painted white at the top and black at the base, and stand about six feet high.

25. Trains holding main track against opposing trains at overlap stations must not pass overlap post, and switch must not be opened for opposing train unless such train has passed the signal at opposite end of block.

Before entering automatic block signal limits at Buchli, trains via Buchli-Union line must set junction switch for that line. If no obstruction in the block, signal will indicate "proceed."

Before entering automatic block signal limits at Ramal, trains from the Wingo line must set junction switch for that line. If no obstruction in the block, signal will indicate "proceed."

26. SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

27 MAXIMUM SPEEDS FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 lbs.
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

Speed of 2-10-2 type engines when used in passenger service must not exceed forty (40) miles per hour. Consolidation freight engines, also Mikado engines, must not exceed speed of forty-five (45) miles per hour, when used in passenger service.

The above table is for the information of enginemen and must not be construed to in any way authorize exceeding speed restrictions in following table:

28. SPEED RESTRICTIONS.

THE MAXIMUM SPEED OF ANY TRAIN AT ANY POINT MUST NOT EXCEED FIFTY (50) MILES PER HOUR.

Trains will not exceed the speed in miles per hour shown below:

Page	BETWEEN	Passenger	Freight	Running Backward
.....	Through interlocking limits, under control	....	....	....
.....	Through Cross-overs and turnouts	10	10	10
2, 3, 4, 5	Oakland Pier and Krieger, except;	50	35	20
2, 3, 4, 5	Oakland, within city limits	22	22	20
2, 3, 4, 5	Berkeley, University Ave	10	10	10
2, 3, 4, 5	Krieger and Port Costa	40	25	20
2, 3, 4, 5	No. 9 passing Richmond	12	....	....
2, 3, 4, 5	When shoving or backing passenger equipment	15	....	15
6, 7, 8, 9	Benicia and M. P. 35	45	25	20
6, 7, 8, 9	M. P. 35 and Sacramento, except;	50	35	20
6, 7, 8, 9	On curve ½ mile east of M. P. 35	40	35	20
6, 7, 8, 9	On westward track ¼ mile west of M. P. 35 to M. P. 34	35	20	20
6, 7, 8, 9	Cygnus drawbridge	15	15	10
6, 7, 8, 9	Suisun-Fairfield and Davis Yards	30	20	10
6, 7, 8, 9	Washington, within city limits	8	8	8
6, 7, 8, 9	Sacramento drawbridge	6	6	6
6, 7, 8, 9	Sacramento, within city limits	15	15	10
10, 11	Port Costa and Martinez	45	25	20
10, 11	Martinez, within city limits	20	20	20
10, 11	Martinez and Tracy, except;	50	35	20
10, 11	Avon drawbridge	15	15	10
10, 11	Pittsburg, within city limits	25	25	20
12, 13	Oakland Pier and Niles, except;	50	35	20
12, 13	Oakland, within city limits	22	22	20
12, 13	Oakland, 23rd Avenue	8	8	8
12, 13	Halvern to Alvarado	10	10	10
12, 13	Niles and Sunol	40	25	20
12, 13	Between curve warning signs at,			
12, 13	Mayborg curve M. P. 33	30	25	10
12, 13	Fusiers' curve, Mile Post 34	30	25	15
12, 13	Sunol and Mile Post 52, except	50	30	20
12, 13	Between city limit signs, Pleasanton	15	15	15
	" " " " Livermore	10	10	10
12, 13	Mile Post 52 and Midway, except;	40	25	20
12, 13	Grecian Bend curve, ¼ mi. E. of Mile Post 52	30	25	15
12, 13	Midway and Tracy	50	35	20
14	Niles and Redwood City, except;	50	35	20
14	Ravenswood Spur	6	6	6
14	Dumbarton Salt Spur	6	6	6
14	Dumbarton and Newark Slough drawbridges	15	15	10
14	Niles and San Jose	50	35	20
14	San Jose Yard	12	12	12
15	Elmhurst and College Park, except;	50	35	20
15	Newark Yard	10	10	10
15	Alviso, within city limits	15	15	15
15	Distillery Spur, Agnews		6	6
15	Warm Springs and Coyote drawbridges	15	15	10
16	South Vallejo and Napa Jct	50	30	20
16	Napa Junction and Napa	40	25	20
16	Napa, within city limits	8	8	8
16	Napa and Calistoga, except;	40	25	20
16	St. Helena, within city limits	12	12	12
18	Napa Junction and Santa Rosa, except;	40	25	20
18	Santa Rosa city limits	5	5	5
18	Eldridge and Warfield 10° curves	25	15	15
18	Annadel and Santa Rosa 10° curves	25	15	15
18	Napa River drawbridge	15	15	10
19	Avon and San Ramon	30	18	15
19	San Ramon and Radum	40	25	20
19	Napa Junction and Cordelia	40	25	20
19	Cordelia and Suisun-Fairfield	50	25	20
20	Elmira and Violet	40	35	20
20	Violet and Rumsey, except	30	25	20
20	Capay, within city limits	10	10	10
20	Buchli and Union	40	25	20
20	Ramal and Wingo	10	10	10

Approach crossing of Seventh Street, near Roundhouse, carefully to make sure gates are down and vehicle traffic stopped, in which case regular speed may be made.

	Light Engines	
(Except as above.)	Running Forward	Running Backward
Engine 3600	45	20
Pacific Type	40	20
Mikado	40	20
Eight Wheelers	45	20
Ten Wheelers	45	20
Mogul	30	20
Atlantic Type	40	20
Consolidation	25	20
Yard Engines	15	15

Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or piece of track over which speed of trains must not exceed fifteen miles per hour or rate of speed specified by bulletins, train orders, or slow boards.

29 LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

Mile Post	EAST OF	DESCRIPTION
		OAKLAND PIER—TRACY VIA PORT COSTA.
	Oakland Pier	Freight Slip—side.
5.5	Oakland, 16th St.	Structures of Pacific Coast Canning Co.—side.
6.6	Emeryville	Structures on track No. 6 between signal bridges 204 and 205—side.
6.6	Emeryville	Structures on Judson siding—side.
6.6	Emeryville	Umbrella Sheds—side.
6.6	Emeryville	Machine shops Judson Iron Works—overhead and side.
7.0	Shell Mound	Water tank on spur—overhead and side.
7.5	Stock Yards	Corral platform—side.
7.5	Stock Yards	Fertilizer spur—side.
13.1	Stege	Hotel back of station building—side.
13.1	Stege	Buildings end of track No. 2—side.
14.5	Richmond	A. T. & S. F. Crossing—overhead and side.
14.5	Richmond	Stone spur Bunkers—overhead and side.
15.0	Richmond Transfer	Warehouse—Western Pipe & Steel Co.—overhead—side.
16.5	San Pablo	A. T. & S. F. Crossing—overhead and side.
19.3	Giant	Wagon bridge—overhead and side.
26.5	Oleum	Tramway—overhead.
26.5	Oleum	Loading racks, Union Oil Co.—side.
26.7	Oleum	Tunnel No. 1—overhead and side.
27.7	Tormey	Tunnel No. 2—overhead and side.
29.0	Crockett	Sugar Co. warehouse.
29.0	Crockett	Cal.-Haw. S. R. Co.—overhead.
30.1	Eckley	Platforms of brick company—side.
30.5	Port Costa	Buildings; Bankers, California and Grangers Warehouse —side.
31.1	Port Costa	Wagon Bridge—overhead.
31.8	Nevada Dock	Platforms of brick company—side.
31.8	Nevada Dock	Long and short cable, empty and house track No. 1—side.
34.7	Martinez	Warehouse, Anderson Co.—overhead and side, cars to be left outside.
36.8	Peyton	Loading rack track, G. C. Co.—side.
43.2	Nichols	Wagon Bridge—overhead.
43.2	Nichols	A. T. & S. F. Ry. crossing—overhead and side.
43.2	Nichols	General Chemical Co., ore house on spur—side.
		PORT COSTA—SACRAMENTO.
31.2	Port Costa	Wagon Bridge—overhead
	Stmr. Contra Costa	Overhead and side.
	Stmr. Solano	Overhead and side.
32.4	Benicia	Apron sheds and tracks—side.
32.4	Benicia	Carquinez Packing Co., buildings—side.
48.9	Suisun-Fairfield	Pacific Fruit Product Co., Spur—side.
59.4	Elmira	Warehouse—side
		OAKLAND PIER—TRACY VIA NILES.
4.9	West Oakland	Buildings and platforms at Creosote Works—overhead and side.
4.9	West Oakland	Freight platforms and tracks, Kirkham St. freight yards—side.
4.9	West Oakland	Water tank on Wye—overhead and side.
7.0	Oakland, 1st St	Warehouse track, Howard Co.—side.
7.2	Oakland, 1st St	Buildings Sunset Lumber Co.—overhead and side.
9.0	23rd Avenue	Pacific Wire and Steel Co. spur—side.
9.0	23rd Avenue	California Cotton Mills—overhead and side.
9.0	23rd Avenue	California Pottery Co., spur and buildings—side.
10.5	Fruitvale	Steel bridge over estuary—overhead and side.
20.1	Hayward	Hunt Bros.—Canneries—side.
29.2	Niles	New Bunkers, Calif. Bldg. Mat'l Co.—overhead and side.
29.2	Niles	New Bunkers of Niles Sand and Gravel Co.
40.9	Pleasanton	Platform on beet tracks Nos. 1 and 2—side.
42.4	Remillard	Platform and Shed—Remillard Brick Co.—side.
46.9	Livermore	Livermore Brick Co., shed and loading platform over high line track—overhead and side.
46.9	Livermore	Water tank spouts—sides.
		ELMHURST—COLLEGE PARK.
30.6	Newark	Water tank spout.
30.6	Newark	Scaffold over foundry spur—overhead.
41.7	Agnew	Track leading into distillery—side.
		AVON—RADUM.
44.6	Nacio	Bridge—overhead and side.
45.8	Las Juntas	Trolley wire—Interchange Track—overhead.
47.5	Oxley	Bridge—overhead and side.
49.2	Walnut Creek	Bridge—overhead and side.
57.0	Osage	Bridge—overhead and side.
66.4	Asco	Beet loading chute—sides.
		SUISUN-FAIRFIELD AND SOUTH VALLEJO—SANTA ROSA—CALISTOGA.
37.3	Napa Jct.	Sheds over platforms on the two northerly spurs of Portland Cement Co.—overhead and side.
46.2	Thomasson	E. B. & A. L. Stone Co., rock crushing plant center track (spur) overhead and side.
62.1	Thoman	Fence—Sutter Home Winery—side
74.0	Santa Rosa	Cars standing on west end of back track at Santa Rosa will not clear man on side of car being switched on west end of siding.
		ELMIRA—RUMSEY.
76.0	Winters	Fruit shed—overhead and side.

All employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Employes must guard against coming in contact with overhead wires or their connections.

Steam shovels must not be transported over the road unless the "A" frames are lowered.

30 JUNCTION SWITCHES.

The east end of double track at Elmhurst is the east switch of cross-over west of junction switch for Elmhurst-College Park Line. The normal position of double track junction switch is for the eastward track. Switchtender is on duty from 6 A.M. to 12 Midnight. The west cross-over in westward track leading from junction switch will be set for westward trains.

JUNCTION SWITCHES—Continued.

Normal position of the East Wye Switch at Avon is for the siding.

The normal position of Wye switch on Dumbarton and Centerville Line at Newark is for Dumbarton and Centerville Line.

Normal position of the West Wye switch at Newark is for the siding.

Normal position of the junction switch for the Elmira-Rumsey Line on siding at Elmira is for that line.

Normal position of junction switches at Napa Junction is for the Calistoga Line.

Normal position of junction switches at Buchli and Ramal is for Santa Rosa Line.

Normal position of junction switch at Wingo is for N. W. P. R. R. Enginemen on Southern Pacific trains approaching junction at Wingo will give two long and three short sounds of the whistle as call to switchtender to set switch for Southern Pacific line. Switchtender on duty during the day time.

31 COMPANY SURGEONS—WESTERN DIVISION.

NAME	TITLE	LOCATION
Dr. F. K. Ainsworth	Chief Surgeon and Manager	San Francisco.
Dr. W. B. Coffey	Division Surgeon	San Francisco.
Dr. J. H. O'Connor	District Surgeon	San Francisco.
Dr. S. J. Gardner	District Surgeon	San Francisco.
Dr. G. R. Carson	District Surgeon	San Francisco.
Dr. C. A. Walker	District Surgeon	San Francisco.
Dr. G. H. Willcutt	Oculist and Aurist	San Francisco.
Dr. W. F. Blake	Oculist	San Francisco.
Dr. O. D. Hamlin	Division Surgeon	Oakland.
Dr. E. F. Card	Oculist and Aurist	Oakland.
Dr. J. I. Vickerson	District Surgeon	West Oakland.
Dr. Eugene H. Barbera	District Surgeon	Oakland.
Dr. M. W. Brown	District Surgeon	Alameda.
Dr. W. O. Smith	Assistant Surgeon	Alameda.
Dr. L. E. Kindall	Assistant Surgeon	Oakland.
Dr. Frederick H. Tebbe	Assistant Surgeon	Oakland.
Dr. W. H. C. Hatteroth	District Surgeon	East Oakland.
Dr. Guy Wallace	Associate District Surgeon	East Oakland.
Dr. J. R. Masterson	Assistant District Surgeon	Berkeley.
Dr. A. M. McIntosh	District Surgeon	Berkeley.
Dr. W. Lucas	District Surgeon	Richmond.
Dr. J. H. Adams	District Surgeon	Crockett.
Dr. P. B. Fry	District Surgeon	Port Costa.
Dr. S. J. Bransford	District Surgeon	Suisun.
Dr. F. Stolle	District Surgeon	Dixon.
Dr. W. E. Bates	District Surgeon	Davis.
Dr. A. M. Henderson	Division Surgeon	Sacramento.
Dr. G. L. Stevenson	District Surgeon	Sacramento.
Dr. W. E. Briggs	Oculist and Aurist	Sacramento.
Dr. Edwin Merrithew	District Surgeon	Martinez.
Dr. W. S. George	District Surgeon	Antioch.
Dr. H. E. Peters	Emergency Surgeon	Pittsburg.
Dr. F. S. Cook	District Surgeon	Brentwood.
Dr. Allan R. Powers	District Surgeon	Tracy.
Dr. J. W. Scamell	District Surgeon	Fruitvale.
Dr. C. H. Miller	District Surgeon	San Leandro.
Dr. F. W. Browning	District Surgeon	Hayward.
Dr. Chas. L. McKnown	District Surgeon	Niles.
Dr. J. Hal Cope	District Surgeon	Pleasanton.
Dr. Paul Dolan	District Surgeon	Livermore.
Dr. E. M. Grimmer	Emergency Surgeon	Irvington.
Dr. H. J. Smith	Emergency Surgeon	Milpitas.
Dr. D. A. Beattie	District Surgeon	San Jose.
Dr. E. F. Holbrook	District Surgeon	San Jose.
Dr. J. I. Beattie	District Surgeon	Santa Clara.
Dr. H. W. Emerson	District Surgeon	Centerville.
Dr. B. J. Klotz	District Surgeon	South Vallejo.
Dr. E. Z. Hennessey	District Surgeon	Napa.
Dr. O T. Schulze	Assisuant District Surgeon	Napa.
Dr. D. E. Osborne	Emergency Surgeon	St. Helena.
Dr. W. L. Blodgett	District Surgeon	Calistoga.
Dr. L. H. Francis	Emergency Surgeon	Glen Ellen.
Dr. A. M. Thomson	Emergency Surgeon	Sonoma.
Dr. J. W. Jesse	District Surgeon	Santa Rosa.
Dr. Geo. McKenzie	Emergency Surgeon	Concord.
Dr. C. R. Leach	Emergency Surgeon	Walnut Creek.
Dr. Edw. C. Love	Emergency Surgeon	Danville.
Dr. M. P. Stansbury	District Surgeon	Vacaville.
Dr. H. R. King	District Surgeon	Winters.
Dr. T. Craig	District Surgeon	Capay.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF STRETCHERS.

WEST OAKLAND
EAST OAKLAND.
FRUITVALE.
ALAMEDA.
BERKELEY.
RICHMOND.
NILES.
PLEASANTON.
LIVERMORE.
SANTA CLARA.
SAN JOSE
PORT COSTA.
MARTINEZ.
ANTIOCH.
CONCORD.
TRACY.
SANTA ROSA.
CALISTOGA.
NAPA.
SOUTH VALLEJO.
BENICIA.
SUISUN-FAIRFIELD.
VACAVILLE.
WINTERS.
DIXON.
DAVIS.

HOSPITALS.

GENERAL HOSPITAL	SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL	SACRAMENTO
S. P. EMERGENCY HOSPITAL	WEST OAKLAND

32 MISCELLANEOUS.

Suburban Trains have preference over Main Line Trains at Oakland Pier and Fruitvale.

33 On single track only, Rule 17 has been amended to read as follows:

"Until the headlight of a train turned out to meet another is concealed, it is an indication that main track is obstructed. The opposing train must approach with caution, and after finding the head end of train is clear of main track, it may proceed with caution to the point where the main track may be obstructed."

When rules require the headlight to be displayed, electric headlights on engines will be dimmed.

"(a) In yards where yard engines are employed.

(b) At meeting points.

(c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.

(d) When standing.

(e) On two or more tracks when approaching trains running in the opposite direction."

34 **Rules 93 and D-93 are revised as follows:**

"Within yard limits the main track may be used, protecting against first-class trains.

"ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL."

35 YARDS.

Yards are established at the following stations:

West Oakland
Suisun-Fairfield
Napa
Davis
Niles
South Vallejo
Port Costa
Napa Jct.
Benicia
Newark

WEST OAKLAND YARD—Extends from Oakland Pier, to yard limit signs east of Elmhurst on Elmhurst-Tracy and Elmhurst-College Park Lines; Stonehurst; San Pablo, including Richmond Transfer and Richmond Belt Railway; also on Electric Lines from Alameda Pier to all points on lines in Alameda and Berkeley; 14th and Franklin Streets, Oakland, and to Dutton Avenue on Melrose extension of Seventh Street Line.

36 When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(a). If view is obscured by curves, fog or storm, flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(b). If track is seen to be clear or within automatic block signal limits, if signal indicates "Proceed," train may proceed, but will run under control, not exceeding six miles per hour, for a distance of one-half mile, before resuming speed.

37 On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

38 On lines of more than two main tracks when a train finds a fusee burning red on or near the track it occupies, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear. When trains are running on adjacent tracks and a fusee is found between these two tracks, movement of trains on both such tracks to be restricted as above; a fusee between the rails of an adjoining track to be disregarded.

39 When a red flag or lamp is displayed and no person attending signal, train must be brought to a stop and be preceded by a flagman for a distance of at least one-half mile.

(a) On double trrck when moving with or against the current of traffic, a red flag or red light will apply only when placed to the right of the track used

40 That part of third paragraph of Rule 221-A of Transportation Department reading "but trainmen will re-light the signal" is cancelled.

41 Westward first-class trains via Santa Clara having passed beyond the easterly limits of San Jose interlocking plant, and eastward first-class trains standing at San Jose passenger station, need not protect. Trains must approach and move within these limits expecting to find track occupied by other trains. This does not affect observance of Coast Division Special Rule relative Signal 464.

42 First-class trains via Niles within the limits of San Jose interlocking plant or standing at San Jose passenger station need not protect. Trains must approach and move within these limits expecting to find track occupied by other trains.

43 Western Division trains holding orders to display signals to College Park Will continue to do so on Coast Division, College Park to San Jose, and will display signals from San Jose when holding orders to display signals on Western Division from College Park.

44 Trains standing on freight tracks Nos. 1 and 2 west of signal bridge 201 within limits of Sixteenth Street inter-locking plant need not protect. Trains must approach and move within these limits expecting to find tracks occupied by other trains.

45 A yard engine must be protected before crossing Western Pacific on Stonehurst Line and at Third and Fallon Streets; San Francisco & Oakland Terminal, Ward Street on Shattuck Avenue Line and Parker Street on Ninth Street Line.

46 At Newark, Santa Clara and College Park, trains on the Elmhurst-College Park Line when calling in flagman from the west, will give four long and one short sounds of the whistle; when calling in flagman from the east, will give six long sounds of the whistle.

47 At Napa Junction, trains on the Santa Rosa Line, when calling in flagman from the east, will give six long sounds of the whistle.

48 At Davis, trains via Woodland on Davis-Gerber Line, when calling in flagman from the east will give six long sounds of the whistle.

49 Trains on Track No. 1 between San Pablo and 16th Street Station, when calling in flagman from the east, will give six long sounds of the whistle.

51 Trains on Track No. 2, between 16th Street Station and Shellmound Tower, and on Track No. 4, between Shellmound Tower and Richmond, when calling in flagman from the west will give four long and one short sound of the whistle.

52 Trains using the working track between Port Costa and Vallejo Junction, when calling in flagman from the east will give six long sounds of the whistle.

53 When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof. Enginemen must know the location of cars thus left standing, and must use extreme care in returning for rear portion of train.

54 Two yardmen must be with engine when handling two cars or more at Oakland Pier, In no instance must both yardmen ride on the same platform.

55 The time-table authority of schedule trains originating or ending at any intermediate station is hereby extended to include main track between switches of siding ten minutes before leaving and ten minutes after arriving time of such trains, but

Rule 99 must be complied with.

56 First paragraph, Rule 92 will not apply at Oakland Pier.

57 Trains may move between Oakland Pier and Elmhurst irrespective of time table superiority, except that freight trains must endeavor to avoid delaying passenger trains. Freight trains or Yard Engines must not leave West Oakland unless they have five minutes or more to clear a first class train moving in the same direction.

58 But one train should occupy Broadway Station or tracks between Washington and Franklin Streets at the same time. If necessary for two trains to occupy this territory, but one train at a time should be moving. Passenger trains must be given preference.

59 The Schedule time and timetable authority of first-class trains originating or terminating at Newark is hereby extended to include the main track to the station building. Trains must approach Newark expecting to find the main track occupied by first-class trains without protection.

Responsibility for collision will rest with the approaching train. If the view is obscured all trains must be protected as per Rule 99.

First-class trains moving from Centerville to College Park via Newark, will use east leg of wye at Newark, and back up to the station building.

First-class trains moving from College Park to Centerville, via Newark, will pull in on east leg of wye at Newark and back up to station building via west leg of the wye.

60 Trains and light engines must run through Sacramento yard under control, and must not pass the switchtender's cabin at Fourth and Sixth Streets and east end of Sacramento River bridge without receiving signal to proceed.

61 Engines or trains using the wye at Napa Junction must approach it from the Suisun-Fairfield Line and go around via the Calistoga Line.

62 On freight trains between Niles and Pleasanton, Altamont and Medal, Cordelia and Napa Junction, brakemen must ride on top of cars, head brakeman near engine, and rear brakeman near caboose.

63 The siding for eastward trains at Bay Point is the first track on Bay side of main track. For westward trains the first track on the station side of main track.

64 Spur track Mile Post 15, Elmhurst-College Park Line, will hold 12 cars.

65 The short track opposite the passenger station building at Santa Clara is the siding.

66 The siding of the Elmhurst-College Park Line at Newark is located east of station.

67 The siding of the Dumbarton and Centerville Line at Newark is west of the Elmhurst-College Park Line.

68 The working track between Port Costa and Vallejo Junction may be used by westward freight trains not exceeding 15 miles per hour, displaying markers as per Rule D-19, same as though running against current of traffic.

69 Eastward passenger trains approaching Tracy via Niles will have right to the main track to the west switch of passenger siding, west switch being located 200 feet west of C. Street crossing Tracy and be governed by Rule 800 from that point.

70

(a) Eastward passenger trains approaching Tracy via Port Costa will have right to main track to signal No. 820 located just west of C Street crossing, Tracy and be governed by Rule 800 from that point.

(b) Trains entering Tracy yard on Port Costa side, tracks 7, 8, 9, 11, 12 and 13. On incoming westward trains sufficient number hand brakes must be set on head end. On incoming eastward trains sufficient number of hand brakes must be set on rear end. On outgoing westward trains, after caboose is coupled to train brakes scattered throughout train may be released but a sufficient number must be left set on head end and will not be released until engine is coupled to train. On eastward outgoing trains after the caboose is on train a sufficient number of hand brakes will be left set on rear end which will be released only after air gauge shows that engine is on and air is coupled through.

(c) Trains entering Tracy yard on Niles side, tracks 14, 15, 16, 17 and 18. On incoming westward trains a sufficient number of hand brakes must be set on rear of train. When train is cut and head end is pulled into either 14, 15, 16 high, sufficient number of hand brakes must be set on head end of this portion of train. On incoming eastward trains a sufficient number of hand brakes must be set on head end of train. When rear of train is cut off or left standing in tracks 14, 15 or 16 high, sufficient number of hand brakes must be set on rear of train in addition to those on head end. On westward outgoing trains after caboose is on train a sufficient number of hand brakes must be left set on rear end, to be released only after air gauge shows that engine is on and air is coupled through train. If made up in track 14, 15 or 16 high, head end of train should be secured with hand brakes and not released until engine is on and air coupled through train. On eastward outgoing trains sufficient number of hand brakes must be left set on head end to be released only after engine is coupled to train. If made up in 14, 15 or 16 high, sufficient number of hand brakes must be left set on rear end of train, not to be released until engine is coupled to train and air through.

71 Derail in westward main track just west of Benicia station building, normal position "open."

75 ALL TRAINS ENTERING SIDINGS WILL DO SO UNDER CONTROL. RESPONSIBILITY FOR COLLISION IS PLACED WITH ENTERING TRAIN.

76 When a train or a portion of a train takes the siding it must not stop foul of the main track to allow the brakeman to get on after closing the switch but first pull into clear.

77 Headlights on engines standing at the end of pier at Oakland Pier must be covered when steamers are landing.

78 Road engines when moving between roundhouse and train, at night or in foggy or stormy weather, must display a white and a red light on the rear of tank over center of track.

79 Enginemen of Eastward trains will darken the headlight while standing at Oakland Pier until they receive signal to start, then keep headlight dimmed until tower is passed.

80 City ordinance within City limits of Richmond prohibits the unnecessary use of whistle or bell.

Enginemen will sound the crossing signal—two long and two short blasts of the whistle—approaching Lemon Street, South Vallejo, from either direction. Heavy vehicular traffic passes over our tracks at this crossing en route to and from Vallejo-Rodeo Ferry.

City ordinances of Martinez prohibits unnecessary blowing of whistle and ringing of bell within the incorporated limits of the town.

81 Between the hours of 9 P. M. and 6 A. M. engine bells must not be rung except in emergency while passing through or switching in city limits of Napa.

82 It is unlawful to switch a car or engine on or across any public highway in the city of Napa unless a flagman is stationed at the crossing, and he must remain there until switching is completed.

83 ——— ——— o o, whistle for public road or street crossings must be sounded and bell kept ringing when entering or leaving Alvarado Sugar Company's Yard and approaching their road crossing which crosses S. P. Co. tracks.

84 TRAINS LOADING ON FERRY STEAMERS OR UNLOADING AT PORT COSTA OR BENICIA WILL BE GOVERNED BY THE FOLLOWING REGULATIONS:

(a) When loading or unloading boats at Port Costa or Benicia all engines with or without cars will reduce speed to 6 miles per hour, this rate of speed to apply soon as cars or engine commence moving on apron and when unloading not to be exceeded until cars or engine are clear of apron.

(c) Locomotives standing at end of apron awaiting transfer on steamer must have headlights covered whenever reflection from same would be directly over apron into slip.

(d) Road or Yard Engines, whether attached to cars or not, must have blocks under driving wheels.

(e) Injectors on locomotives must not be turned on aboard steamers "Contra Costa" and "Solano" and the locomotives must not be placed over the hatches to engine room.

PASSENGER TRAINS.

(f) Head brakeman must ride rear end of first cut onto steamer and set brakes.

(g) Rear brakeman must ride head end of second cut onto steamer and set brakes.

(h) Yardmen must ride head ends of third and fourth cuts, when there are any, and set brakes.

(i) While on the steamer trainmen must keep vestibule doors and traps open, opening same as soon as the train comes to a stop on the steamer. Passengers must be cautioned not to lean out of the windows or vestibule doors, as there is danger of being struck by iron rods or bars of boat, and must be kept off platform when backing coaches on steamer. Vestibule tail gates must be in proper position.

(j) Before passenger trains are moved on or off the boat at Port Costa and Benicia air test must be made as follows:

(k) When yard engine couples onto second, third or fourth cuts of passenger trains to shove on boat, tail hose must be properly attached to leading car and a reduction of air must immediately be made through tail hose—enginemen to observe reduction of air before pumping off brakes. Rear end test not necessary for head portion of passenger train handled on and off boat by road engine. In moving off the boat, rear end test must be made on portions of train pulled off by yard engine. Not necessary to make rear end test on portions of train pulled off by road engine or shoved off by yard engine.

(l) Passenger trains to and from ferry steamer will make station stops at Port Costa for exchange of passengers, baggage, mail and express.

FREIGHT TRAINS.

(m) Before shoving a cut of cars onto steamer each car must be connected with the engine by air. Yardmen must assure themselves that air brakes are working through entire cut of cars before shoving cut onto steamer by making air test as provided in Rule 17, Air Brake Rules.

(n) Yard engine when shoving cut of cars onto steamer must stop the forward end of cut two car lengths from the extreme end of steamer when yardman must apply pilot hose. They will then shove far as necessary, yardman to walk with cut of cars so he can apply the air should an emergency arise. A pilot hose will be placed on each end of the steamer for this purpose.

(o) The brakemen must assist deck hands in setting hand brakes when loading the steamer and when unloading the steamer will see that hand brakes are released.

(p) Yardmen will not set hand brakes.

85 MAIN TRACKS.

Main tracks between Oakland Pier and Bay Street (West Oakland) numbering from the north, are designated as 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10, and used as follows:

No. 1—Westward Trains, via Oakland (Sixteenth Street).
2—Eastward Trains, via Oakland (Sixteenth Street).
3—Westward Electric Trains, via Oakland (Sixteenth Street).
4—Eastward Electric Trains, via Oakland (Sixteenth Street).
5—Westward Electric Trains, via Seventh Street.
6—Eastward Electric Trains, via Seventh Street.
7—Westward Trains, via Oakland (First Street).
8—Eastward Trains, via Oakland (First Street).
9—Westward running track from passenger yard (First Street).
10—Eastward running track to passenger yard (First Street).

Main tracks between Oakland 16th Street and Shellmound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5, and 6, and use as follows:

No. 1—Westward Freight Trains.
2—Eastward Freight Trains.
3—Westward Passenger Trains.
4—Eastward Passenger Trains.
5—Westward Electric Trains.
6—Eastward Electric Trains.

Main tracks between Shellmound Tower and Richmond numbering from the Bay, are designated as 1, 2, 3, and 4, and used as follows:

Track No. 1 is the first track from the Bay, and extends from Oakland 16th Street to the east end of San Pablo yard and may be used by westward freight trains not exceeding 15 miles per hour.

Track No. 2 is the second track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by westward trains.

Track No. 3 is the third track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by eastward trains.

Track No. 4 is the fourth track from the Bay, and extends from Shellmound Tower to Richmond, and may be used by eastward freight trains not exceeding 20 miles per hour.

Trains using track No. 1 between San Pablo and Shellmound and track No. 4 between Shellmound and Richmond display markers as per Rule D-19 the same as though running against the current of traffic.

Tracks between East Oakland and Sather will be designated as 1, 2, 3, and 4 and used as follows:

No. 1—Westward Electric Trains.
2—Eastward Electric Trains.
3—Westward Steam Trains.
4—Eastward Steam Trains.

86. Rules 14-k and D 14-k apply at interlocking towers.

87. INTERLOCKING SIGNALS.

(a) Interlocking signals govern only through interlocking limits.

(b) Signals on signal bridges are placed on post on top or suspended underneath signal bridges over track on which trains approach.

(c) Movements governed by short-arm or dwarf signals must be made under control and position of switches observed, as such signals govern movements for various routes.

(d) On double track within the limits of Oakland yard towermen may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone with each other for EACH movement. Before moving trains against the current of traffic they must know that track to be used is clear of opposing engines and trains.

88 Interlocking Rules 630 and 663 are amended to read as follows:

(a) 630. Hand signals must not be used when the proper indication can be displayed by the interlocking signals, when hand signals are necessary the signalman must assure himself that the switches are properly lined and that the route is clear. Signals must be given from a place on the ground, and in such a way, that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or enginemen for which they are given.

(b) A yellow flag must be used by day and a yellow light by night, in giving hand signals.

(c) 663. Enginemen and trainmen must not accept a hand signal to proceed against an interlocking signal, except as provided in Rule 630. When hand signals are given for a train to pass an interlocking signal indicating "stop," train must be brought to stop and then proceed under control not exceeding six miles per hour keeping a sharp lookout for open derailers and trains on conflicting routes.

(d) Hand signals authorize movement only through the interlocking limits governed by the inoperative signal, and not through the automatic portion of the block, if any.

89. OAKLAND PIER TOWER.

Westward trains to Oakland Pier on track No. 1 governed by home signal on signal bridge No. 102, the first signal bridge east of Long Wharf cross-over: three-arm post at Long Wharf cross-over; three-arm post about half way between Long Wharf cross-over and tower, and other dwarf signals.

Westward trains to Oakland Pier on track No. 7 governed by signals on signal bridge No. 105, the first signal bridge east of Long Wharf cross-over.

The suspended home signal on track No. 7 governs movement through cross-over switches and other signals on track No. 1 or 2 to tracks to north side of station.

Westward trains to Oakland Pier on track No. 9 governed by home signal on signal bridge No. 105.

Starting signal for eastward movements from any track in station governed by dwarf signal.

Eastward trains on track No. 2 to 16th Street governed by upper arm on three-arm post just west of Long Wharf cross over.

Other movements governed by short-arm or dwarf signals.

When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

The last signal which a train may receive entering any track at Oakland Pier Station is a double arm home and distant dwarf signal. If home signal is in proceed position and distant signal at caution it indicates train is entering on track occupied by cars. Responsibility for collision will be placed on train entering.

90. SIXTEENTH STREET TOWER.—Near 16th Street Station, Oakland.

Westward trains to 16th Street tower on track No. 3 tc Oakland Pier governed by home signal on signal bridge No. 201, the first signal bridge east of 16th Street station and upper arm on three-arm post, 550 feet east of freight track crossing.

Westward trains to 16th Street tower on track No. 3 to West Oakland yard governed by suspended home signal on signal bridge No. 201, the first signal bridge east of 16th Street station, to track No. 1 and upper arm on two-arm post 550 feet east of crossing of passenger tracks Nos. 1 and 2, to Cedar Street (single track).

Westward trains to 16th Street tower on track No. 1, to West Oakland yard, governed by home signal on signal bridge No. 201, the first signal bridge east of 16th Street station, and upper arm on two-arm post 550 feet east of crossing of passenger tracks Nos. 1 and 2 to Cedar Street (single track).

Eastward trains to 16th Street tower from Oakland Pier on track No. 2 governed by home signal on signal bridge No. 200, 600 feet west of freight track crossing and home signal on post 1200 feet east of freight track crossing to track No. 4.

Eastward trains leaving 16th Street station on track No 4 governed by upper arm on three-arm post near tower.

Eastward trains from West Oakland Yard through Cedar Street (single track) to 16th Street Tower to freight track No. 2 governed by home signal on signal bridge No. 200-A 600 feet west of crossing of passenger tracks Nos. 1 and 2.

The suspended home signal on signal bridge governs movement across passenger tracks Nos. 1 and 2 to track No. 1 or track leading to Pacific Coast Canning Co.

Other movements governed by short-arm or dwarf signals.

Yard engines must obtain permission from 16th Street tower before doing work on Cedar Street.

Whistle signal for continuous movement to West Oakland yard: ——— o.

At Sixteenth Street tower enginemen and trainmen on electric trains may accept hand signal from tower window to move against fixed signals.

SPECIAL INSTRUCTIONS—Concluded.

91. SHELLMOUND TOWER—Emeryville.

Westward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 206, the first signal bridge east of tower, home signal on post governs movement to track No. 3.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 1 or 2, west of Shellmound tower.

Westward trains to Shellmound tower on track No. 1 governed by home signal on two-arm post near over-head wagon bridge west of tower.

When practicable all westward freight trains will use tracks No. 1 and 2 between Shellmound and 16th Street towers.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard: ——— o.

Eastward trains to Shellmound tower on track No. 4 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement to track No. 3, east of Shellmound tower.

The suspended home signal on track No. 4 governs movement through cross-over switches to track No. 4, east of Shellmound tower.

Eastward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement through cross-over switches to track No. 4, east of Shellmound tower.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 3, east of Shellmound tower.

Other movements governed by short-arm or dwarf signals.

92. WEST OAKLAND TOWER—First and Cedar Streets, West Oakland.

Westward trains to West Oakland tower on First Street track governed by home signal on post on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on post on signal bridge No. 111, 825 feet west of Cedar Street crossing to track No. 7.

Eastward trains to West Oakland tower on track No. 8 governed by signals on signal bridge No. 111, 825 feet west of Cedar Street crossing; home signal on post governs movement to First Street track.

The suspended home signal on track No. 8 governs movement through cross-over switches to passenger yard.

Westward trains to West Oakland tower on Cedar Street (single track) governed by two-arm post at Goss and Cedar Streets, 500 feet east of crossing of Seventh Street track; upper arm governs movement to freight yard, lower or short-arm governs movement to passenger yard.

Eastward trains to West Oakland tower from freight yard to Cedar Street (single track) governed by upper arm on two-arm post near junction of freight and passenger yard tracks.

Eastward trains to West Oakland tower from passenger yard to Cedar Street (single track) governed by upper arm on two-arm post near junction of freight and passenger yard tracks.

Westward trains to West Oakland tower on passenger yard lead governed by suspended home signal on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Westward trains to West Oakland tower on track No. 12 governed by two-arm post 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Eastward trains to West Oakland tower on track No. 10 to passenger yard governed by upper arm on two-arm post near Roundhouse and two-arm post 500 feet west of Cedar Street crossing.

WEST OAKLAND TOWER—First and Cedar Streets, West Oakland.

Lower arm on two-arm post near Roundhouse on track No. 10 governs movement to Roundhouse track.

Other movements governed by short-arm or dwarf signals

Cedar Street single track is controlled by West Oakland and 16th Street towers Trains will use this track against opposing trains on receiving signal.

93. MAGNOLIA STREET TOWER—Crossing of Western Pacific and First Street line. First and Chestnut Streets, Oakland.

Westward trains to Magnolia Street tower on First Street track toward Oakland Pier governed by home signal on post 500 feet east of Western Pacific crossing.

Westward trains to Magnolia Street tower on First Street track to freight yard governed by short-arm signal on post 500 feet east of Western Pacific crossing and dwarf signal between westward and eastward tracks at cross-over switch.

Eastward trains to Magnolia Street tower on First Street track governed by home signal on post 1600 feet west of Western Pacific crossing and home signal on post 500 feet west of crossing.

Other movements governed by short arm or dwarf signals.

94. FIRST AND WEBSTER STREET TOWER—Crossing of First and Webster Street lines, First and Webster Streets, Oakland.

Westward trains to First and Webster Street tower on First Street track governed by home signal on post on signal bridge No. 118, 1200 feet east of tower and home signal on post on signal bridge No. 117, 600 feet east of tower

Eastward trains to First and Webster Street tower on eastward First Street track toward Fruitvale governed by home signal on post on signal bridge No. 115, 700 feet west of tower and upper arm on two-arm post on signal bridge No. 116, 400 feet west of tower—lower arm governs movement toward Alameda.

Other movements governed by short-arm or dwarf signals. Dwarf signal which governs movement from meat spur is located on left side of track.

95 FRUITVALE TOWER—Fruitvale.

Westward trains to Fruitvale tower on westward track governed by home signal on post on signal bridge No. 127, 1400 feet east of tower and home signal on post on signal bridge No. 126, 150 feet east of tower.

Eastward trains to Fruitvale tower on eastward track governed by home signal on post on signal bridge No. 123, 1200 feet west of tower and home signal on post on signal bridge No. 126, 150 feet east of tower.

Other movements governed by short-arm or dwarf signals.

96. PORT COSTA TOWER—Junction of double track, east of Port Costa.

Westward trains to Port Costa tower on single track to westward track governed by upper arm on two-arm post 50 feet east of double-track junction switch; lower or short arm governs movement against current of traffic on eastward track.

Eastward trains to Port Costa tower on eastward track governed by home signal on post 600 feet west of tower.

Other movements governed by dwarf signals.

97. DAVIS TOWER—Davis.

Westward trains to Davis tower on westward main track toward Benicia governed by home signal on post on signal bridge 1,700 feet east of tower and home signal on post 500 feet west of tower.

Westward trains to Davis tower on westward main track, then around the east leg of the wye toward Woodland, governed by suspended home signal on signal bridge 1,700 feet east of tower and dwarf signal 400 feet north of tower.

Westward trains to Davis tower on northern single main track toward Benicia governed by home signal on post on signal bridge 1,200 feet north of tower and dwarf signal 400 feet west of tower.

Westward trains to Davis tower on northern single main track, then around the east leg of the wye toward Sacramento, governed by suspended home signal on signal bridge 1,200 feet north of tower and dwarf signal 400 feet east of tower.

Eastward trains to Davis tower on eastward main track toward Sacramento governed by home signal on post 1,200 feet west of tower and home signal on post 700 feet east of tower.

Eastward trains to Davis tower on eastward main track toward Woodland governed by short arm home signal on post 1,200 feet west of tower and dwarf signal 400 feet north of tower.

Other movements governed by short arm, or dwarf signals.

Whistle signal for northern single track, or from northern single track to Sacramento, —————o.

98.—MIKON TOWER—Crossing of Southern Pacific and Sacramento-Northern Railway, east of Mikon.

Westward trains to Mikon tower, on westward track, governed by home signal on post 500 feet east of crossing.

Eastward trains to Mikon tower, on eastward track governed by home signal on post 500 feet west of crossing.

Movement over crossing against the current of traffic governed by dwarf signal.

99. RADUM TOWER—Junction of Niles-Tracy line and Radum-Avon line.

No towerman at Radum Tower.

Normal position of the interlocking signals for the Niles-Livermore and Western Pacific main tracks will be in proceed positions in both directions.

If necessary to make a train movement from Livermore main track to San Ramon Branch, or vice versa, it will be necessary to call the signal maintainer who lives just accross the track from the tower. He will operate signals and switches for such movements.

If a train on the Niles-Livermore main track should find the interlocking signals in the "stop" position, it will stop and flag through the plant.

100. NILES TOWER—Crossing of Western Pacific Ry. and San Jose Line, near Niles.

Trains to Niles tower moving to San Jose Line governed by home signal on post 1000 feet west of Western Pacific crossing and upper arm on two-arm post near crossing; lower arm governs movement toward Dumbarton-Centerville Line.

Trains to Niles tower from San Jose Line to Niles governed by upper arm on two-arm post at wye switch; lower arm governs movement toward Dumbarton-Centerville Line

Trains to Niles tower from Dumbarton-Centerville Line to Niles governed by upper arm on two-arm post at wye switch; lower arm governs movements to San Jose Line.

Whistle signals:
For San Jose, ——— o.
For Centerville ——— o ———.
For Niles, o ——— o.

101. SAN JOSE TOWER—Junction of San Jose-Niles Line and Coast Division, San Jose

Trains to San Jose tower from San Jose-Niles Line governed by upper arm on two-arm post at Third Street and dwarf signal west of tower.

Westward trains to San Jose tower moving to San Jose-Niles Line governed by dwarf signals.

Whistle signals:
To San Jose freight yard: ——— o

102 COLLEGE PARK TOWER—College Park.

Westward trains to College Park tower on westward track to College Park-Elmhurst Line governed by middle arm on three-arm post about 700 feet east of tower.

Westward trains to College Park tower from West San Jose to College Park-Elmhurst Line governed by middle arm on three-arm post about 500 feet east of tower.

Eastward trains to College Park tower on College Park-Elmhurst Line to San Jose governed by upper arm on two-arm post on signal bridge 1200 feet west of tower and upper arm on two-arm stub bracket post about 250 feet east of tower.

Eastward trains to College Park tower on the College Park-Elmhurst Line to West San Jose governed by upper arm on two-arm post on signal bridge 1200 feet west of tower and lower arm on two-arm stub bracket post 250 feet east of tower.

Trains from San Jose freight yard governed by dwarf signal 250 feet east of tower.

Other movements governed by short arm or dwarf signals.

Whistle signals:
For San Jose: o ——— ———.
For West San Jose or the College Park-Elmhurst Line: o o ——— o o .
For San Jose freight yard: ——— o.
For Santa Clara drill track. ——— ——— o.

103. ELMHURST.

Eastward trains approaching Elmhurst to indicate route they desire to take will give whistle signals as follows:
One long and one short (—— o) to Elmhurst-College Park Line.
One long, one short, one long (—— o ——) Elmhurst-Tracy Line.

105 DRAWBRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS:

Sacramento River, Sacramento.
Cygnus, Cordelia Slough.
Avon, Pacheco Slough.
Dumbarton, San Francisco Bay.
Newark Slough, near Dumbarton.
Warm Springs Creek }
Coyote Creek } between Albrae and Alviso
Napa River, at Brazos.

106. DRAWBRIDGES NOT INTERLOCKED:

Napa River, 700 feet east of Napa Station. Calistoga Line.
Steamboat Slough, about 1000 feet west of Wingo Junction switch.

107. RAILROAD CROSSINGS NOT INTERLOCKED:

All trains must stop except at crossings protected by flagmen, give two short sounds of whistle and proceed if crossing is clear.
Sacramento Northern Railway, at Suisun-Fairfield trains will approach crossing prepared to stop and be governed by signals from crossing flagman.
Napa Valley Railway, 1900 feet east of Napa Junction on Santa Rosa Line, stop.
Napa Valley Railway, 3600 feet east of Napa Junction on Calistoga Line, stop.
N. W. Pac. Railway, 2200 feet west of Schellville, stop.
N. W. Pac. Railway, 1000 feet west of Yulupa, stop.
Napa Valley Railway, 3200 feet west of Union, on Union Line, stop.
Napa Valley Railway, 600 feet west of Napa, on Calistoga Line, stop.
San Francisco & Sacramento, 4000 feet east of Hookston on Avon-Radum Line, stop.
Western Pacific Railway, between Elmhurst and Stonehurst, stop.

RATINGS OF LOCOMOTIVES—WESTERN DIVISION.

In M's of 1,000 pounds back of Tender.

Revised April 23, 1920

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Benicia	Oakland and San Jose via Niles Niles to Redwood	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield Napa Jct. to Calistoga	Napa Jct. to Santa Rosa Calistoga to Napa Jct.	Oakland and Tracy via Antioch and Oakland and Santa Clara Through
E-9	E-63 17/24 54	1306, 1309	140	1710	1520	590	630	440	630	770	1960
E-10	E-63 17/24 47	1320, 1323, 1331, 1337, 1345, 1349	140	1740	1550	620	660	470	650	790	1990
E-20	E-63 17/24 57	1366	150	1860	1660	660	700	500	700	850	2130
E-2	E-69 18/24 61	1374, 1376 to 1381	150	1920	1710	670	710	490	690	870	2200
E-6	E-69 18/24 68	1402 to 1411	165	2140	1900	750	800	550	780	970	2450
E-3	E-69 18/24 60	1412, 1413	150	1940	1720	680	720	500	700	880	2220
E-23	E-73 20/24 92	1433 to 1458	190	2890	2570	1010	1080	750	1050	1310	3310
E-24	E-69 18/26 73	1459 to 1463	165	2270	2020	800	850	610	850	1030	2600
E-25	E-63 18/26 71	1468	150	2210	1970	780	820	600	840	1000	2530
E-25	E-63 18/26 72	1473, 1474, 1479, 1480	160	2380	2120	840	890	660	910	1080	2720
E-25	E-69 18/26 72	1477, 1478	160	2190	1950	770	820	580	810	990	2510
M-4	M-63 20/28 126	1615 to 1719	190	3770	3370	1380	1460	1100	1500	1760	4300
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779 (Superheated)	200	4600	4110	1680	1780	1340	1830	2140	5250
M-8	M-63 21/28 156	1720 to 1724, 1770 to 1779 (Saturated)	200	4380	3910	1600	1690	1270	1730	2030	5000
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803, 1823 to 1825 (Superheated)	200	4610	4120	1690	1790	1350	1770	2150	5260
M-6	M-63 21/28 144	1725 to 1769, 1780 to 1803 (Saturated)	195	4270	3810	1560	1650	1240	1690	1980	4880
M-9	M-63 21/28 150-S	1804 to 1822 (Superheated)	210	4850	4330	1780	1890	1430	1820	2270	5545
M-9	M-63 21/28 147	1804 to 1822 (Saturated)	200	4380	3910	1600	1690	1270	1730	2030	5000
T-15	T-63 18/24 77	2026	160	2230	1990	790	840	600	830	1010	2560
T-14	T-57 18/24 73	2098, 2099	150	2300	2050	840	890	660	890	1070	2630
T-16	T-57 18/24 80	2108	165	2540	2260	920	960	720	990	1170	2900
T-11	T-57 18/24 81	2124 to 2126, 2128, 2130 to 2133	160	2440	2170	870	930	680	940	1120	2790
T-11	T-63 18/24 86	2127, 2129	160	2230	1990	790	840	600	830	1010	2560
T-10	T-57 18/24 86	2134 to 2152	160	2430	2160	860	910	670	930	1110	2780
T-9	T-57 18/24 96	2155, 2175, 2180	170	2590	2310	920	980	710	990	1180	2970
T-9	T-57 18/24 83	2156 to 2169, 2171, 2173	160	2430	2160	860	910	670	930	1110	2780
T-3	T-69 20/26 113	2212 to 2220	180	3070	2740	1080	1150	820	1150	1400	3520
T-2	T-63 19/24 105	2221 to 2234	160	2480	2210	870	920	650	920	1120	2840
T-1	T-63 20/26 112	2235 to 2273	180	3360	3000	1220	1290	960	1310	1560	3840
T-25	T-69 20/28 134	2274 to 2281	200	3690	3290	1310	1390	1010	1400	1680	4220
T-26	T-69 21/28 152-S	2283 to 2300 (Superheated)	200	4240	3780	1530	1620	1180	1630	1960	4840
T-26	T-69 21/28 149	2283 to 2300 (Saturated)	200	4100	3660	1480	1570	1150	1570	1890	4690
T-23	T-63 21/28 144-S	2301 to 2308, 2310 (Superheated)	210	4850	4330	1780	1880	1420	1930	2260	5530
T-23	T-63 21/28 144	2301 to 2308, 2310 (Saturated)	200	4380	3920	1600	1690	1270	1740	2030	5010
T-28	T-63 22/28 162-S	2311 to 2352 (Superheated)	210	5300	4740	1950	2060	1560	2120	2480	6050
T-28	T-63 22/28 160	2311 to 2352 (Saturated)	200	4800	4290	1750	1850	1390	1900	2230	5480
T-32	T-69 23/28 174-S	2371 to 2378	210	5410	4830	1990	2100	1550	2110	2520	6170
P-1	P-77 22/28 141-S	2400 to 2427	210	4380	3910	1570	1660	1200	1660	2010	5010
P-5	P-77 22/28 141-S	2438 to 2452	200	4140	3690	1470	1560	1120	1560	1890	4750
P-3	P-77 22/28 150-S	2459, 2460	210	4370	3900	1560	1650	1190	1650	2000	5000
C-9, C-10	C-57 22/30 194-S	2513 to 2599, 2752 to 2857 (Superheated)	210	5860	5240	2160	2280	1760	2380	2740	6680
C-9, C-10	C-57 22/30 187	2513 to 2599, 2752 to 2857 (Saturated)	200	5210	4650	1910	2020	1540	2100	2420	5950
C-5	C-57 22/30 187-S	2624 to 2693 (Superheated)	210	5870	5240	2180	2300	1770	2390	2760	6700
C-5	C-57 22/30 180	2624 to 2693 (Saturated)	200	5220	4660	1920	2030	1550	2110	2430	5960
C-2	C-57 22/34 172	2600 to 2611	185	5040	4500	1820	1930	1490	2030	2320	5750
C-4	C-57 22/34 183-S	2612 to 2623 (Superheated)	190	5500	4910	2000	2120	1640	2220	2510	6270
C-4	C-57 22/34 176	2612 to 2623 (Saturated)	185	5030	45	1820	1930	1490	2030	2290	5750
TW-2	TW-50 20/26 120	2932 to 2939, 2941 to 2945	170	3710	3320	1360	1440	1100	1500	1730	4240
TW-3	TW-50 20/26 118	2946 to 2953									
A-1	A-84 $\frac{15\ 25}{28}$ 110	3000 to 3009	200	2820	2500	950	1010	690	990	1250	3230
A-3	A-81 20/28 112-S	3025 to 3071 (Superheated)	210	3470	3090	1220	1290	890	1260	1570	3980
A-3	A-81 20/28 105	3025 to 3071 (Saturated)	200	3150	2800	1080	1150	790	1120	1410	3620
MK-5 MK-6	MK-63 26/28 210-S	3237 to 3271	200	7090	6330	2620	2770	2100	2850	3320	8090
Allowance for Empty and Underloaded Cars—Ms.			Less than 40 Ms.	6	6	3	3	3	3	3	6
			40 to 50 Ms.	3	3	0	0	0	0	0	3
			More than 50 Ms.	0	0	0	0	0	0	0	0

TONNAGE OF PASSENGER CARS.

KIND OF CAR	Wood Lbs.	Steel Lbs.	C. M. St. P. Cars	Steel Underframe Lbs.
Baggage	75,000	91,000	125,000	....
Baggage (Dynamo)	....	101,000	....	....
Baggage and Mail 60 ft.	....	97,000	....	92,000
Baggage and Mail 69 ft.	75,000	122,000	....	....
Baggage and Passenger	65,000	....	....	....
Buffet	....	131,000	....	122,000
Buffet (Dynamo)	....	146,000	....	....
Business	108,000	179,000	141,000	136,000
Chair	84,000	98,000	....	....
Coaches	75,000	95,000	133,000	....
Dining	131,000	146,000	....	138,000
Observation	122,000	144,000	....	128,000
Postal 40 ft.	....	72,000	....	....
Postal 60 ft.	....	110,000	....	....
Pullman Observation	124,000	148,000	....	142,000
Pullman Parlor	115,000	149,000	....	142,000
Pullman Stand. Sleeper	125,000	152,000	....	145,000
Pullman Tourist	94,000	....	141,000	133,000
Tea and Silk	48,000	....	....	....
Express, Horse	79,000	....	....	....
Ex. Refr. (G. N. R. R.)	70,000	....	....	....
" " (N. P. R. R.)	60,000	....	....	74,000
" " (A.R.E) 40 to 154	....	....	....	78,000
" " " 155 to 224	....	....	....	89,000
" " " 500 to 506	....	....	....	110,000
" " " 1101 to 1175	....	....	....	85,000

MILEAGE.

MAIN LINES.

Oakland Pier to Tracy via Niles	C. P. Ry.	66.90	
Elmhurst to Santa Clara	S. P. C. Ry.	31.46	
Niles to San Jose	C. P. Ry.	17.26	
Redwood Jct. to Niles Jct.	C. P. Ry.	16.24	
West Oakland to Sacramento, via Benicia	S. P. R. R.	83.44	
Port Costa to Tracy	S. P. R. R.	49.53	
Total Main Line			264.84

BRANCHES.

Alvarado	C. P. Ry.	Halvern to Alvarado		2.63
Napa	S. P. R. R.	Suisun-Fairfield to South Vallejo	20.07	
		Napa Jct. to Calistoga	34.52	
				54.59
Richmond Spur	S. P. R. R.	San Pablo to Richmond Transfer		2.06
Rumsey	S. P. R. R.	Elmira to Rumsey		51.22
San Ramon	S. P. R. R.	Avon to Radum		29.85
Santa Rosa	S. P. R. R.	Napa Jct. to Santa Rosa		37.24
Stonehurst	C. P. Ry.	Elmhurst to Stonehurst		.75
Wingo-Union	S. P. R. R.	Union to Buchli	8.62	
		Ramal to Wingo	2.08	
				10.70
Total Branches				189.04
Total Western Division				453,88

TRAINMASTERS

G. D. WRIGHT	Suisun-Fairfield
H. R. GERNREICH	Oakland
F. E. YOAKUM	Oakland
H. L. KENT	Port Costa

C. E. NORTON	First Chief Train Dispatcher
D. BLAKE	Second Chief Train Dispatcher
C. C. DAVISON	Third Chief Train Dispatcher
C. W. PERKINS	Examiner

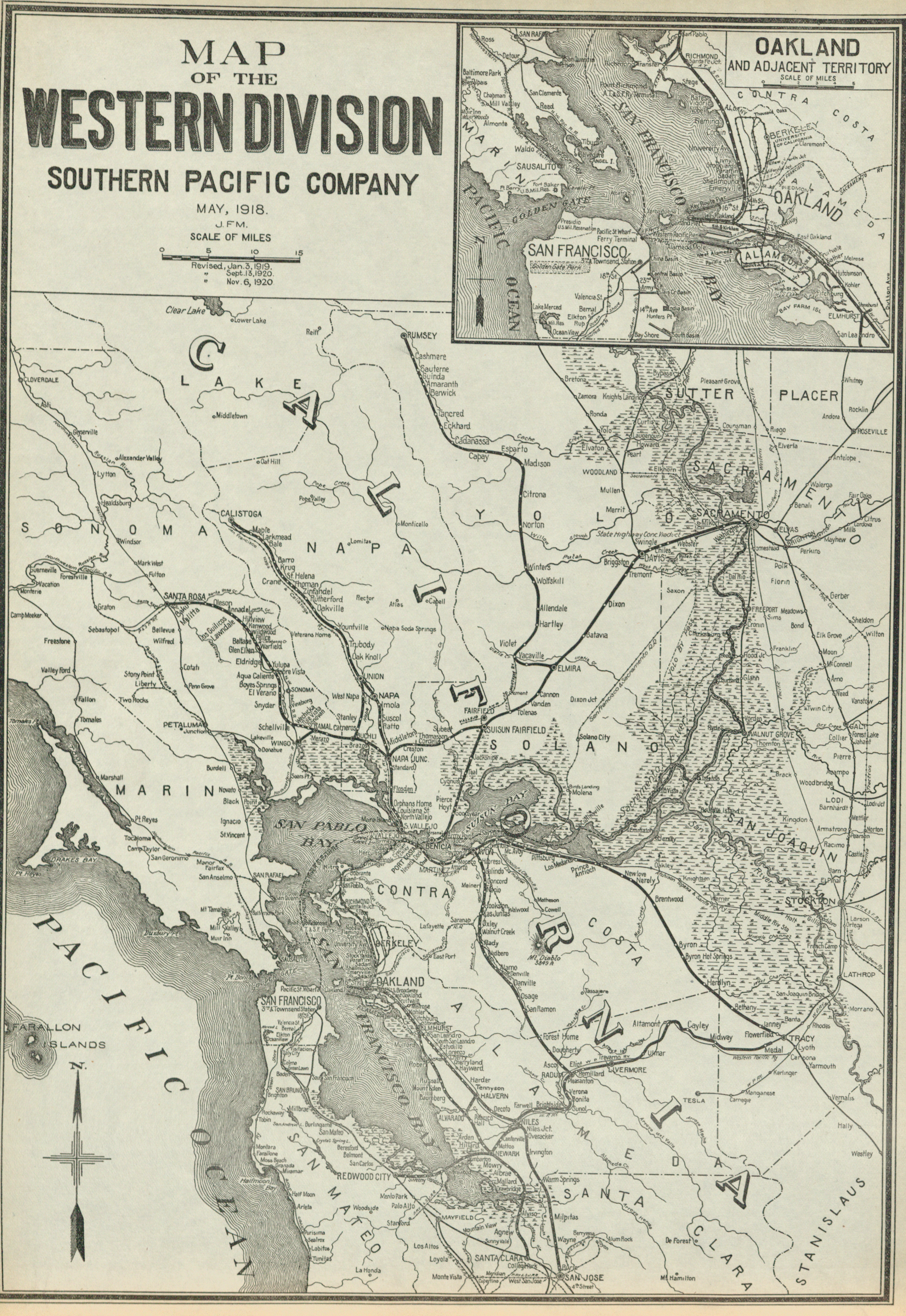
TRAIN DISPATCHERS
- F. E. GORDON
- J. P. GALLAGHER
- J. A. SHOCKEY
- L. L. BROWN
- J. H. RHORER
- T. R. GRIMSHAW
- H. A. SUTHERLAND
- M. T. ROUSE
- B. N. TWADDLE

T. F. ROWLANDS,
Superintendent.

B. A. CAMPBELL,
Assistant Superintendent.

MAP
OF THE
WESTERN DIVISION
SOUTHERN PACIFIC COMPANY

MAY, 1918.
J.F.M.
SCALE OF MILES
0 5 10 15
Revised, Jan. 3, 1919.
" Sept. 13, 1920.
" Nov. 6, 1920


OAKLAND
AND ADJACENT TERRITORY
SCALE OF MILES
CONTRA COSTA
ALAMEDA
MARIN
PACIFIC OCEAN
GOLDEN GATE
SAN FRANCISCO BAY
SAN FRANCISCO
OAKLAND
BERKELEY
ALAMEDA
RICHMOND
San Pablo
San Rafael
Ross
Sausalito
Mill Valley
Tiburon
Belvedere
Angel I.
Emeryville
Golden Gate Park
Bay Farm Isl.
Elmhurst
San Leandro
CALIFORNIA
LAKE
SONOMA
NAPA
YOLO
SOLANO
SUTTER
PLACER
SACRAMENTO
SAN JOAQUIN
CONTRA COSTA
ALAMEDA
SANTA CLARA
SAN MATEO
STANISLAUS
MARIN
PACIFIC OCEAN
FARALLON ISLANDS
N.
Clear Lake
Lower Lake
Cloverdale
Asti
Geyserville
Alexander Valley
Lytton
Healdsburg
Windsor
Mark West
Fulton
Guerneville
Forestville
Vacation
Monterio
Camp Meeker
Freestone
Sebastopol
Graton
Santa Rosa
Valley Ford
Cotati
Penn Grove
Petaluma
Two Rocks
Fallon
Tomales
Marshall
Pt. Reyes
Tocaloma
Camp Taylor
San Geronimo
Drakes Bay
Manor
Fairfax
San Anselmo
San Rafael
Mt. Tamalpais
Muir Inn
Sausalito
Novato
Black Point
Ignacio
St. Vincent
Burdell
Lakeville
Donahue
Schellville
Wingo
Sonoma
Glen Ellen
Kenwood
El Verano
Boyes Springs
Agua Caliente
Calistoga
St. Helena
Rutherford
Oakville
Yountville
Napa
Napa Junc.
Union
Suscol
Middletown
Monticello
Pope Valley
Rumsey
Capay
Esparto
Madison
Woodland
Davis
Winters
Dixon
Vacaville
Elmira
Fairfield
Suisun Fairfield
Knights Landing
Yolo
Sacramento
Roseville
Elk Grove
Galt
Lodi
Stockton
Lathrop
Tracy
Byron
Brentwood
Antioch
Pittsburg
Martinez
Port Costa
Benicia
Vallejo
S. Vallejo
San Pablo Bay
Suisun Bay
Concord
Walnut Creek
Danville
Mt. Diablo 3849 ft.
Livermore
Pleasanton
Sunol
Niles
Newark
Hayward
San Leandro
Redwood City
Palo Alto
Mayfield
Mountain View
Santa Clara
San Jose
Milpitas
Half Moon Bay
La Honda
Los Altos
Tesla
Vernalis
Walnut Grove
Freeport
Rio Vista
Montezuma
Mt. Hamilton